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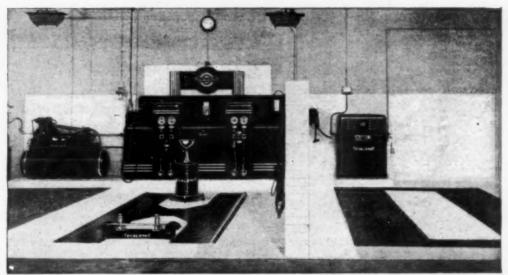


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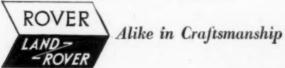
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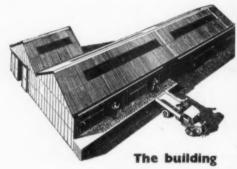
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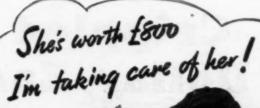
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# Autocar

FOUNDED 1895

No. 2920

FRIDAY, NOVEMBER 16, 1951

Vol. XCVI

### "Selected Representation"

BELATEDLY, the oil companies have now informed the public of the aims behind their scheme of selected representation, by which filling stations serve petrol and oil products of one company only. With their aim of economies in distribution it is possible to sympathize, and to applaud the ideal of better service for the motorist. But sharply in opposition to these is the disadvantage that motorists will, when branded petrol returns, have to select by garage instead of by pump.

Moreover, we are not at all easy in mind as to the methods being used to obtain the improvements. Inducements are being offered such as the re-siting of pumps, improvement of station layout, provision of smart new signs, and even financial assistance, all in the hope of securing "one-make" representation. And a company spokesman has confessed recently that, in the event of petrol shortage again, the determined individualist might suffer in supplies. It is difficult to discriminate between schemes such as this and the restrictive practices that are proving so damaging to the British economy, and the option to withdraw from any scheme, which the petrol station proprietor enjoys, is only a limited safeguard.

It was inevitable that the keen and healthy competition between oil companies should find some means of making itself felt, but the motorist is hardly likely to feel that this is the best manifestation. The cost of these facilities, plus training schools for pump attendants, must be reflected in the price of petrol, however much they may lead to future economies, and the diversion of labour for structural improvements comes ill at the moment, although the Chancellor's economy measures will no doubt take care of that.

Finally, the old question applies: What was wrong with the previous system? From the motoring angle, very little, and we challenge the implied criticism of pump service inherent in these schemes. It has always been rare to wait for petrol, and the only resentment ever felt was at the high price of the spirit. Frankly, we would sooner see oil supply competition evinced in a price war and in quality of the spirit supplied.

#### Under and Over

As the article on the following pages points out, cars that understeer are remarkably stable, as a rule, in fast cornering. The fact makes a warning advisable, for those who own such cars may be tempted by this stability to overdo their speed in corners to a point of risk.

The oversteering car is less kind to its driver, giving uncomfortable warning when cornering instability is approached; moreover, with this type of car the back wheels usually lose adhesion first, the resultant skid being at least capable of correction. Loss of adhesion in an understeering car, however, is likely to be spread over all four wheels, or even confined to the front wheels, and it requires considerable skill to "drift" a saloon round a bend with all wheels sliding; a front-wheel skid is virtually uncontrollable. The stability limit is, however, at a considerably higher speed with the understeering vehicle.

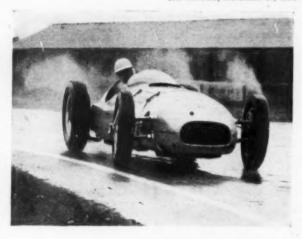
It should be emphasized that considerable degrees of under- or oversteer must be present before they can be condemned as excessive, and that each phenomenon has its characteristic advantages. The oversteering car is usually lively and "quick" in its response to the steering wheel, and the steering proves very light in operation; the understeering machine sometimes seems a little unresponsive, and may require a certain amount of muscular effort to hold it into a bend. Neither condition should be accepted as a virtue without qualification.

Why should either over- or understeer be present? The answer will be found in the article on the subject. Briefly, they may be introduced deliberately by the designer, or as a result of one of the many variables that are inseparable from the use of a car and its progress along a highway.



The influence on the steering characteristics of a car brought about by a change in centre of gravity position is similar to the effect produced by the wind on two men carrying a large sheet of plate glass.

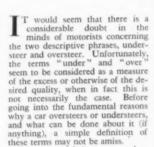
"Drifting" | an understeering car. The B.R.M. is being held well into the corner—in fact the steering angle would take it across the verge—and the rear wheels are being spun on the throttle. The line of direction is safely round the bend.



### Both Ways Round the Bend

AN ELUCIDATION OF OVERSTEER AND UNDERSTEER

by John Rabson, of The Autocar Technical Staff



It may be said that a car understeers if its natural tendency is to keep to a straight line
and, in consequence, it has to be pulled into a bend all the
time the normal cornering process is taking place. On the
other hand, a car that oversteers has a tendency to deflect
from the straight course at the slightest provocation. Consequently, when cornering in a car with this characteristic,
after first having started the cornering operation by turning
the steering wheel to the left—when taking a left-hand bend
—the tendency will be for the driver to find that he is cornering in a smaller radius than necessary and that, therefore, a
certain amount of right-hand pull must be applied to the
steering wheel to correct the path of the car before the end
of the curve. Briefly, then, as the driver feels it, the greater
the amount of understeer the more he will have to pull into
the bend, and the more a car oversteers the more will be the
pull on the steering wheel in the other direction. This gives
rise to the saying in vintage racing circles, "taking a righthand bend on full left lock."

There are a number of reasons why a car that oversteers to any great extent is unsatisfactory, apart from the major consideration that it is, as a vehicle, directionally unstable. A number of vehicles have a small overall amount of play in the steering mechanism when they are new, and as the years go by it is not unusual for this to increase. This state of affairs is much more serious on a car that oversteers.

Round a left-hand bend, a car that oversteers must first be "wound" into the bend by turning the steering wheel to the left and taking up the play in the steering box in that direction; but when the correcting process takes place the steering wheel, on being turned to the right, must first take up the back-lash or play before it corrects the vehicle. The unknown amount of free movement, coupled with the lightness of steering, often produces a most unpleasant effect, giving the driver the sensation that he is steering "through rubber rods."

On the other hand, with a car that understeers the steering wheel will be turned to the left, but the car will try to run straight on and consequently any back-lash that may exist will be "wound up" in one direction only by the driver holding the car in the corner. This will result in the car having a positive feel and inspiring confidence.

Although both excessive understeer and oversteer are undesirable, a certain amount of one of these characteristics is usually found. There is no doubt that the car possessing a certain amount of understeer is more controllable, less tiring to drive and, generally speaking, much more satisfactory.

#### Complex Factors

The question may be asked, if a car that understeers is superior, why, then, isn't this characteristic universally adopted by the manufacturers? The answer is a difficult one, for chassis development is still not yet the exact science that it may one day become, and although it is rapidly advancing in that direction the problems of the chassis designer are very complex. Variables such as weight distribution, laden and unladen, and the type of road surface over which the car must run, apart from a wide fluctuation of road speed, all tend to make the designers' job difficult.

Before discussing the steering technique in greater detail the term "slip angle" should perhaps be explained, as it is an important one when considering all matters connected with cornering. The slip angle is the angle measured between the fore and aft line if the wheel and a line showing the path through which the wheel is actually guiding the car. viewed from above. Although at very low speeds the car will corner in the direction in which the front wheels are pointing, this is not so when the car speed is increased, when In fact the car does not go where the wheels are pointing. This is because of the slip angle, which varies from wheel to wheel owing to weight distribution, centrifugal force and the dynamic loading, with a further variable depending on whether the car is braking or accelerating.

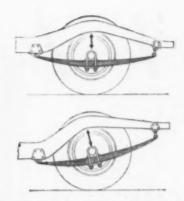
In all cases the slip angle on the outer wheels will be greater than that on the inner wheels by reason of weight transfer. The tendency will be to increase the slip angle of the front wheel and decrease it on the rear if the car is under braking, when there is a dynamic weight increase towards the front of the car. When the car is accelerating conditions will be reversed and there will be a tendency for a slip angle at the rear to be increased because of the weight transference towards the rear wheels.

#### Effect of Slip Angle Size

The magnitude of the slip angle is one of the governing factors that decides whether the car will understeer or oversteer. For example, if a road wheel movement of five degrees to the right is necessary to corner at a speed sufficiently low for no appreciable slip to take place the steering angle required to corner at that radius will be five degrees, but if the vehicle speed is increased (considering front wheels only for the moment) the force acting on the car will produce a slip angle which will act against the steering angle. Therefore, if conditions produce a slip angle of six degrees the steering angle must be increased to eleven degrees (eleven minus six equals five degrees), which is the required initial steering angle.

However, while these conditions have been in operation on the front wheels forces are, of course, exerted on the car as a whole, and this fact also tends to produce a slip angle on the rear wheels. It is this difference of slip angle, between front and rear, that can change the handling characteristics of a car, and, briefly, if the slip angle on the rear outer wheel is less than that of the front outer wheel the car will understeer. Conversely, if the slip angle is greater at the rear than at the front the car will oversteer.

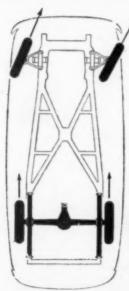
One of the chief considerations governing handling qualities is the position of the centre of gravity. The effects of centrifugal force, which must act at the centre of gravity,

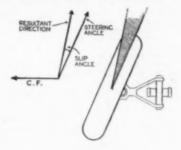


The angle of inclination of the springs of a Hotchkiss drive rear suspension can influence the steering characteristics of the rear wheels.

will produce a variation in the handling qualities of the car depending on the relative position of that point. As an example of this we may consider two men carrying a large sheet of plate glass alongside some tall buildings. On reaching a gap in the buildings a strong cross-wind is felt, naturally in the first instance by the man in front, and as it is coming from the left-hand side it tends to blow him to the right. Consequently, he must apply some left-hand lock (in other words, he is understeering and must pull in to the left). As he continues to move forward so does the wind react on a larger percentage of the surface of the glass, and the effect is, therefore, felt by both men (whose slip angles become the same when the glass is completely exposed). There is thus less and less understeer tendency until the neutral position is reached.

When the first men is sheltered by the next building the wind force tends to affect the rear man more and increase his slip angle. To maintain course the front man must, therefore, steer to the right (in other words, the man-glass-

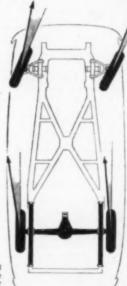


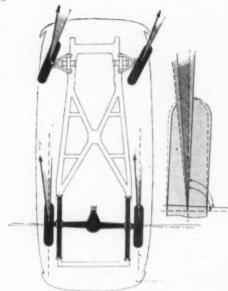


The effect of centrifugal force and weight transference modifies the path of the car, relative to that through which it is steered, by the amount of the slip angle (shown here as a shaded portion).

If a car is cornering extremely slowly there is no slip angle and consequently it follows the direction in which the wheels are pointing.

When a car is cornering there is a slip angle on all four wheels. However, the magnitude of the angle will vary from wheel to wheel. When it is greater at the rear than at the front, the car will oversteer.





By suitably inclining the rear springs, slight steering of the rear wheels can be induced by axle movement. This reduces the net slip angle, which becomes less than that of the front, and combats oversteer.

## Both Ways Round the Bend

man combination is now experiencing the effects of oversteer).

Apart from the slip angles the centrifugal force also produces another effect on the car known as roll and this is more noticeable on a car with a soft suspension, especially if the centre of gravity is high and the track is narrow. The fact, however, that a car rolls in certain instances enables the undesirable oversteer characteristic to be eliminated. The roll or centrifugal force can be arranged to react on the reasuspension system in such a way that it modifies the slip angle. With half-elliptic rear springs working in conjunction with a normal back axle unit the desired modification to the slip angle can be obtained by inclining the axis of the rear springs. Therefore, when the back axle is twisting transversely relative to the chassis (a condition that takes place when the car rolls) the axle will also change its position relative to a line at right angles to the centre line of the chassis looked at from above. In other words, the rear wheels also will steer slightly but in such a way that the car will be deflected in a direction opposite to that in which the front wheels are pointing.

#### Chain Reaction

This introduces a steering angle which reduces slightly the resultant angle between the rear wheels and their original position parallel to the chassis. This in turn makes the net slip angle less than that of the front wheels and in so doing it will counteract the oversteer tendencies and increase the stability of the car.

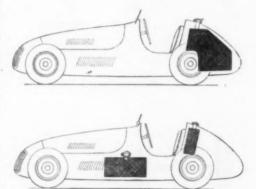
Generally, suspension and steering problems are more complex on a small than on a large car, and this is on account of the proportions of basic car weight to total passenger weight; it must be remembered that any passenger car must be able to give a good ride irrespective of whether

it is fully laden or is occupied only by the driver. This problem of weight fluctuation is becoming increasingly important as road speeds are increasing and vehicle weights are, generally speaking, decreasing. On a car weighing two tons designed to carry four people and luggage, the percentage weight increase between the one-up condition and fully laden is very much smaller than with a car weighing, say, fifteen hundredweight. However, this weight variation is not quite so important or so difficult to manage if it can be distributed in a fairly uniform ratio between the front and rear wheels.

Now, if the car has a short wheelbase there will be a tendency for the rear passengers to sit over or behind the rear axle, and any luggage that may be carried will be in consequence well behind the rear axle. But unfortunately this will prevent any relative load sharing between the two pairs of wheels, and, in fact, any load behind the rear wheels will tend to reduce the effective loading on the front axle, rather in the manner of a see-saw where the rear wheels

act as the fulcrum point. Any weight acting directly above the rear axle will increase the load on that component, but will neither increase nor decrease the effective loading on the front wheels. A similar state of affairs may also exist in a racing car containing a large quantity of fuel in a rearmounted tank. In this instance, when the tank is full the wheel loading will not be the same as when the tank is empty, and this will, of course, tend to alter the handling characteristics as the fuel is used. The tendency would be for the car to increase its understeer characteristics as the fuel was consumed. Although it may be argued that this change in characteristics will be so gradual that the driver will become accustomed to the slight change in conditions as the race goes on, that is not true if the tank has to be filled before the finish of the race, as in the space of one lap the handling qualities will be considerably modified.

On a passenger car, what requirements must be fulfilled? First, the vehicle must steer and handle well without any very noticeable change in the characteristics, irrespective of loading. The suspension must be sufficiently soft to enable the occupants to have a comfortable ride irrespective of road surface. To produce a soft suspension it is necessary with



The difficulties of weight distribution on a racing car that carries large quantities of fuel can be quite considerable if a rear tank only is used. On the other hand, if saddle tanks are fitted the change in loading can be more evenly distributed between the front and rear wheels.



With a short-wheelbase car there will be a large discrepancy between laden and unladen front to rear weight distribution.

present systems to have a relatively large static deflection and, in consequence, measures must be taken to prevent excessive roll. The passenger space must be sufficiently roomy to enable the designed number of persons to travel in comfort, and there must be provision for the carrying of a reasonable amount of luggage.

Bearing in mind all these requirements, obviously interaxle seating must be provided. This means that any increase or decrease in the number of persons carried will be shared by both front and rear wheels, and this, in turn, will have the minimum effect on the change of the centre of gravity position and consequently on the handling characteristics of the car. However, in this country there are at the moment relatively few cars that utilize as long a wheel-base as is advantageous from the point of view of handling qualities. This is perhaps because some manufacturers consider it more costly to produce such a car. With careful design this need not necessarily be true, as has been proved by at least one make on the Continent that has very fine handling qualities and yet, in its country of origin, is relatively inexpensive.

#### Wheels at the Corners

No doubt one of the reasons why an increase in wheelbase might mean a more costly car is the fact that manufacturers would not be content with placing wheels at the corners of the vehicle (a position where they rightly belong). They would build extra-large components, such as luggage lockers, 'way out behind the rear wheels, and so put matters back where they were before as regards weight distribution, and in the process they would merely have made a larger car which, rightly enough, would be more costly.

The only solution if the cost must be kept down is to spread out the wheels without increasing the overall dimensions of the vehicle. By so doing the rear passengers will sit well inside the rear axle and the seats can be arranged much lower than would be the case if the necessary axle casing bump clearance had to be provided below the seat cushion. This in turn would allow a more forward location of the petrol tank, and that would cut down the adverse effect of a large luggage locker extending well behind the back axle. Although it would not be possible to carry the luggage within the wheelbase unless some form of roof carrier were provided, it would at least be moving things as far as possible in the right direction. In turn this would eliminate, or at least considerably reduce, any very great fore and aft change in the centre of gravity position, irrespective of car loading.

Once having obtained a desirable balance of wheel loading it would be much less difficult to produce a car that

steered and handled well, and, as it would be impossible to eliminate altogether the relatively larger increase on the rear wheel loading compared with that of the front, the designer should aim at producing a car that understeers slightly when in the fully laden condition. This would, of course, result in a greater understeer characteristic being apparent when the car was driven in the one-up condition, and although this might result in a slightly heavy feel, control would at all times be positive and it would prevent a complete change of handling characteristics when the car was driven fully laden. Similarly, the racing car should be, and in fact is, in some cases, now fitted with saddle tanks located within the wheelbase. In consequence, rear tank capacity may be reduced, with the result that more consistent handling qualities, irrespective of the amount of fuel carried, will prevail.

As illustrated from the man-glass-man diagram, it would no doubt seem possible to design a car that had neutral steering; in other words, no apparent understeer or oversteer when cornering. It would not be desirable, however, as with the normal development of wear or play the result



Even with a small or medium-sized family saloon car, if the wheels are placed at the corners the effect of an increase or a decrease in laden weight will be more uniformly divided.

would tend to be similar to that experienced on a car that oversteers. Also, if a truly neutral condition existed when the car was driven in the one-up condition, as explained previously, it would tend to oversteer when driven fully laden. So far the cornering qualities have been considered only for a car cornering at normal road speeds and conditions where no sliding takes place. What happens if the vehicle speed is further increased as, for example, in racing?

Obviously, the prime object in racing is to corner as quickly as possible, yet the minimum strain should be imposed on the vehicle to ensure a reasonable life, also unnecessary scrubbing of the tyres should be avoided. There are at least three ways of cornering. First, as one would during normal driving without any sliding taking place. Secondly, sliding the rear wheels; and, thirdly, the method used at the moment in Grand Prix racing known as the four-wheel drift. If a car oversteers it is general for the back end to break away before the front end. Therefore the faster the corner is taken the more left-hand lock will have to be applied, if, for example, the car is taking a right-hand bend. This constant correction in conjunction with the centrifugal force resulting from the speed at which the corner is taken will result in the car sliding out considerably. Also, as the back end starts to slide before the front. the four-wheel drift operation will not apply, especially if the car is being accelerated and the weight transfer is back-ward. On the other hand, with a car that understeers the slip angle at the front will be greater than at the back. Consequently, the car can be aimed well into the inside radius of the curve and the rear wheel adhesion varied by use of the throttle, which will enable the rear wheels to be spun. The reduction in rear wheel adhesion will also allow the rear end, and consequently the complete car, to drift cleanly round the bend.

There are many other problems governing the way in which a car handles. Caster and camber angles, tyre size, type of suspension both front and rear, all influence the car's character, and these matters, together with some of the testing arrangements, will be discussed at a future date.

# Disconnected Jottings

BY THE SCRIBE Drawings by Barry Appleby

Sit Up or Back?

CONTROVERSY rages at the moment in the sanctum Scribis as to the relative merits of sitting back, G.P. style, or sitting up to the job as many motorists prefer to do. My colleague, who shall remain nameless, but who spends most of his time trailing certain foreign gentlemen and a man named Parnell all over Europe, is trying to get me to adopt the "Let the dog see the rabbit" posture. He even put my seat back, unbeknown to me, the other day and implored me to



Try it that way.

try it that way. I did-and am im-

This matter may become important, for a widespread preference for sitting right back would hardly be catered for by some driving seat adjustments, and redesign might be necessary. Anyway, teaders might care to try the relative merits, the two alternatives being best acscribed by elbow angle. Close up is about 90 degrees, far away is about 130. Pros and cons forward, please.

#### + + + Beeches

On the first Saturday in November the sun shone with unwonted clarity, foreshadowing (if sunshine can be said to foreshadow anything) the rain which followed the same night. But during the afternoon of sunshine I took my car out with the express purpose of enjoying the autumn beech tints. I dropped Mrs. Scribe and her sister in Reading, went over Caversham Bridge and up on to the Chilterns are remarkable for their fine beech woods, and the way the sun slanted through the trees from the west was delighted. I drove through tunnels of gold.

This part of Oxfordshire is honeycombed by small lanes, and it behoves one to go carefully. I picked my way over to the hill above Goring, on the east bank of the Thames, then parked and watched the sun go down over the Berkshire hills. Afterwards I went down the hill, over the river, and crossed A329 in order to have the fun of a climb up Streatley Hill, a steep gradient which calls for second gear on my car, even with a light load of driver only. I enjoyed my climb, saw something of the Berkshire beech woods, dusky and lacking the lustre of the sun, and then returned to Pangbourne. The breeze had died, and smoke from cottage chimneys went straight up. I turned left at the church and went alongside the Thames for a mile or two for a last view of the tints, those held by the trees which hang over the water on the Oxford bank. By now the colours were fugitive, the bank being indescribably lovely and perfectly reflected in the still water of the river. Well satisfied, I left for Reading, picking up my passengers under the walls of the old and famous abbey. Back to tea and strawberry jam, after an afternoon well spent.

#### All Set

THOSE who know the old Salmson of about 1927 vintage, particularly its push-rod and rocker gear, will appreciate the actions of two new owners of these old cars. Inspired by the simple engine, they resolved to do adjustments themselves and, in due course, had a go at the tappets. The handbook said maximum clearance so-and-so, and each fell into the trap of



Had a go at the tappets.

taking maximum clearance to mean what it said regardless of the position of the crankshaft. As this was about three-sixteenths of an inch, the reduction necessary to a few thous was quite considerable, and both owners were wrathful about the neglect of previous owners, and expectant about the reduction of tappet clatter.

The reduction was 100 per cent on one car, because the owner failed to get it started. The other did a circuit round the block, but confessed that his gait was more syncopated than that of the rootin', tootin', high-falutin' sun-of-a-gun from Arizona.

#### Adaptable

MOTORING in Paris is always supposed to present a scene of rapid and rather terrifying confusion, but recent re-acquaintance with it makes me wonder if this supposi-

tion is the right one. To me the French always appear as the race which, of all, have most been able to adapt themselves to the car age. It is an aspect of that logic they show in so many other branches of the art of living. Traffic in Paris is certainly fast. One is awed by the way the Citroens entering and leaving the vast square of the Louvre, through the small archways at the Rue de Rivoli, whistle in and out like Thunderjets. What a city, to permit such motoring as part of the veryday scene!

### + + + New Shapes

PARIS swarms with all kinds of interesting new car shapes, or so it seemed to my British-conditioned eye. The purposeful popping of the Dyna Panhard is heard more frequently now, and I think about one out of every four small cars seen is now a Dyna. The exquisite sports Simca is getting commoner, too, but it always attracts interest. There is a fair



British eye.

sprinkling of more interesting shapes, housing Alfas, which must be from the Pinin Farina establishment. Parisowned, I wondered, or merely tourists from the land of Pinin Farina? A Jaguar Mark VII, British-owned (although I never actually caught a glimpse of the owner), was often parked near the Palais Royal, and it always had an admiring little group attached to it; so we need not be ashamed in this seat of foreign elegance.

#### Unlettered

A MOTORIST of my acquaintance badly bent the front of his car.

The repair was effected, and he eventually drove the car home.

"They've changed the letters," pointed out his wife.

They had, mistaking a poor O for a D. What does the motorist do in such circumstances? The one in question fashioned a correct letter from white cardboard and replaced the offending example, then hastily rang up one of the number-plate people for a proper letter.



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### NEWS and VIEWS

#### Italian Saturation

A BOUT 2,500 Fiat workers are seri-A ously affected by cuts in production of the Fiat 1400. The car is now a familiar sight on Italian roads and the company claims that the Italian market is

#### Renault in Spain

IN Madrid it has been announced that a Renault assembly works is to be set up in Valladolid. The first year will see 25 per cent of the materials of Spanish origin, the proportion increasing to 90 per cent after three years.

#### Exports by Air

MANY new cars produced by the Rootes Group are now being exported to the Continent by Silver City Airways. This method has been made attractive to the motor manufacturer because of ease of handling and reduced contract rates. These export services fit in with the reduced volume of traffic in winter.

#### Austin Seven Owners

A LL owners of pre-war Austin Sevens are requested to write a letter to this effect to Mr. Alan Hess, Public Relations Officer, the Austin Motor Co., Ltd., Longbridge, Birmingham, who is collecting information on these cars.

#### U.S. Purchase Tax

HIGHER excise taxes have now taken effect in the U.S.A., resulting in car increases of from the equivalent of 10s to £45. These amounts repre-£10 10s to £45. These amounts represent an increase in tax from seven to ten per cent. In Britain, of course, the tax is 66? per cent.

#### New U.S. Fords

NEW coachwork designs on American Ford, Mercury and Lincoln cars will be introduced for 1952 next February. The Lincolns will have new engines there will also be a new six-cylinder Ford. Plans for new eight-cylinder engines for

Plans for new eight-cylinder engines for Ford and Mercury have been shelved because of the defence programme.

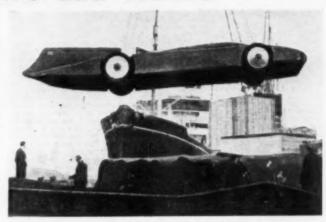
Announcing these changes in Boston Mr. Henry Ford said that production in 1952 would be down by 35 to 50 per cent from the 1950 level.

#### Servicing Guide

ONE of the most comprehensive books ONE of the most comprehensive books on the servicing of specified cars and commercial vehicles has now been published for the Motor Trader by the Trader Publishing Co., Ltd., priced at £3 3s. Under the title of Servicing Guide to British Motor Vehicles, by J. N. McHattie, A.M.I.Mech.E., M.S.A.E., is contained a mass of information of real interest to students of design as well as repairers and the industry generally. repairers and the industry generally.

There are 52 service data sheets easily

located by reinforced index tabs, and the whole is cloth bound. It is available through booksellers or direct from the publishers at Dorset House, Stamford Street, London, S.E.I, post free.



The late Sir Malcolm Campbell's famous Bluebird hoisted high et London's Albert It is on its way to the U.S.A. for exhibition at a forthcoming show.

#### Pioneers Meet

A UNIQUE gathering, the annual luncheon of the Circle of 19th Century Motorists, took place in London on Tuesday under the chairmanship of Lt.-Col. T. B. Browne, chairman of the chairman of committee, deputing for Lt.-Cdr. Montague Grahame-White. The Circle unites the true pioneers of motoring, those who used and those who made cars before the turn of the century.

In a neat and appropriate speech, Mr. Wilfrid Andrews, chairman of the R.A.C., in proposing the Circle, described the movement which these men had started and encouraged as the greatest revolution of the past sixty to seventy years, and he said that he liked to think of motoring as being an emissary of goodwill. Lord Kenilworth proposed the guests, and in typical fashion Lord Brabazon of Tara replied.

Inevitably, he harked back to the 1,000 Miles Trial of 1900, which, while a schoolboy at Harrow, he was most anxious to see pass by. His housemaster refused permission, but he went. He told the gathering that the occasion remained in his memory on two counts in particular-that if you want to break a regula-tion don't ask first; and because his view of that historic event in motoringwhen he saw fifty-one years ago some of the very people who were among the gathering he now addressed the gathering he now addressed—cost him the copying out of two whole Georgics.



American spelling often seems odd to British eyes, but this example near New York is going too far ! However, the highway officials have not remedied the error because it gets more attention from motorists.

#### NEWS and VIEWS

#### Three New Motoring Films

A DISTINGUISHED audience at Shell-Mex House, in London, recently saw the first showing of three new motoring films which are sure to be in demand this winter. Most ambitious is the film of this year's Monte Carlo Rally, made for Shell Petroleum by Faro Films. By selecting the best from a vast amount of film shot by many cameramen at all the starting points, on the route and at the main control points, the film contrives to build up the atmosphere of the event as the cars traverse Western Europe and converge on the final difficult run over the mountains from Clermont Ferrand to Le Puy, and through Digne and Grasse to Monte Carlo. The original plan to use a helicopter to film the hectic final stages was defeated by the heavy snowstorm which blew up during the last night, but there are some good action shots taken by cameramen on the ground, particularly as the cars rush through Castellane trying to keep up to the tight time schedule.

The vital acceleration and braking test on the quayside at Monte Carlo is well covered. There is a fine shot showing the agonizing wait while Chiron lost the rally through failing to engage the right gear and then a quick close-up of his strained face as he explained what had happened. Festival Logbook, 1951, was made for Shell-Mex and B.P., Ltd., by Random Films and includes some good sequences on a muddy Yorkshire Sports Car Clubtrial on Ilkley Moor. It also covers this year's Sheisley Walsh, the Veteran Car Chib Rally in Birmingham, the inspection day at the M.I.R.A. test track at Lindley and the production of the Bond Minicar.

In another Random film, Racing Personalities No. 1, Stirling Moss explains his cornering methods to Raymond Baxter and then goes out on the track at Silverstone and demonstrates the technique in an XK 120 Jaguar. This part is shot in slow motion so that the lessons can be studied in detail. This is the first of a projected series of racing personalities. Booking arrangements for all three films in Great Britain are handled by Shell-Mex and B.P., Ltd., Trade Relations Department, Strand, Loadon, W.C.2.

#### Midland Engineers Relax

NEARLY 200 members and guests of the Automobile Division, Birmingham Centre, of the Institution of Mechanical Engineers attended the annual dinner and dance on Friday last at the Botanical Gardens. The four speakers were the continued

chairman, Mr. G. P. Roberts, proposing the toast of the guests, Major-General J. S. Crawford, C.B., C.B.E., replying: Mr. D. M. Sinclair, C.B.E., proposed "The Ladies," and Mr. F. G. Woollard, M.B.E., replied on their behalf. Seldom can four such witty after-dinner speeches have been delivered; General Crawford suggested that "an argument of engineers" would be a suitable collective expression, and Mr. Woollard delivered a poetical gem which he entitled Reflections After a Visit to the Motor Show.

#### Minx Manual

SO often a car handbook informs its owner that the particular fault should be entrusted to an appropriate agent for that make of car—not a simple task if the unfortunate owner is in one of the more remote foreign countries. Recently workshop manuals for some models have become available for the car owner, and the Rootes Group has continued this happy trend with a manual for the Hillman Minx saloon, convertible and estate car.

It need hardly be said that the volume is thoroughly comprehensive. The price is £1 and it should be ordered from Hillman distributors or dealers.

#### Driving Qualities for Road Safety

TWO of the speakers at a road safety conference at West Bromwich on Wednesday, November 7, were Mr. Courtenay Edwards, motoring correspondent of the Daily Mail, and A. G. Douglas Clease, Midland Editor of The Autocar and sister journals, both of whom had been allotted "Roadmanship" as a subject. This they divided between themselves, Douglas Clease dealing with driving in traffic and Courtenay Edwards with driving on the open road. They followed Mr. F. G. Humphrey, O.B.E., who until very recently was director of information at the Ministry of Transport, and who had dealt with the vital effect of local efforts in the road safety campaign.

In his opening remarks Douglas Clease made the point that there were many things in life with which people disagreed, such as politics, religion, art and so on, but there was one thing on which they were all agreed—the necessity for greater safety on the roads. He suggested that to keep the subject within reasonable bounds the assumption should be made that drivers had achieved a certain standard of competence not only in the actual handling of their vehicles, but also in road sense, as the driving test required that the examinee should show that he had command of his vehicle and also that he was familiar with the Highway Code.

The attributes of a good driver, that is a safe driver, were then examined and he put high amongst the desirable qualities that a driver should be constantly alert. An alert driver would perceive, for instance, such things as changes in road surface, and he could sense through the feel of the steering and in other ways when he was on a good, non-skid surface or on one on which skidding might easily occur. A good horseman had sensitive hands, so had a good driver. The senses of sight and hearing also assisted the driver in detecting variations in road surface.

The alert driver should also be observant. If he saw a dog on one side of the road and a cat on the other he should be prepared for the dog to dart across the road. Some attention had been focused on this danger by an eminent cleric who had stated that he never swerved for dogs, but while that precept may have had reason behind it, and most people would agree that it was better to sacrifice a dog's life than endanger human life, the fact remained that with many drivers it was instinctive to swerve to avoid sacrificing animal life. For that reason the alert and observant driver would be on his guard in such

#### Failure to Use Road Width

In the Midlands many drivers neglected to make proper use of the roads, particularly in city streets wide enough to take two lines of traffic in each direction and plainly marked by white lines at road junctions to indicate that two lines at traffic should be formed. Too often there was only one line of traffic, which led to traffic congestion and therefore increased the risk of accidents. Sometimes a single line of moving traffic was necessitated by parked vehicles, and he urged drivers to be more considerate in choosing the place at which to pull up, even if it was only for a momentry halt to post a letter or to pick up a parcel from a shop.

Even less considerate were those drivers who pulled up at bus stops, thus forcing buses to stop well out in the road-way. In some Midland towns this happened to such an extent that bus drivers got into the habit of omitting to pull into the kerb even when there was no obstruction, and this in turn led to intending passengers waiting for a bus not on the pavement but actually in the roadway.

The necessity for giving clear signals

did not appear to be recognized by many drivers. Trafficators and stop lights should be kept in good order, and cars should, of course, be roadworthy in every respect. Tyres should not be allowed to wear so smooth that the vehicle becomes apt to skid easily, brakes should be kept properly adjusted, and the steering should be adequately lubricated so that the car would respond easily without calling for undue effort on the steering wheel. If lubrication was neglected, wear would occur and there would be lost motion in the steering.

A good driver was constantly alert, observant of road conditions, and considerate in his use of the road; he ensured that his vehicle was roadworthy and never became impatient.

In dealing with driving on the open road, Courtenay Edwards urged drivers to make a habit of trying their brakes on first setting out every day. A good driver always had control af his vehicle, and learned to judge the pace of other vehicles on the road so that he did not by his own actions inconvenience other road users. The driving mirror was an important accessory, and not only should it be well placed, but also drivers should make constant use of it, so that they were never caught unawares by overtaking vehicles. If proper use was made of the driving mirror much unnecessary signalling might be saved, because there was no point in giving signals merely for the sake of doing so, when it could be seen that there was no other driver behind to observe such signals.

The question of parking in city streets had been dealt with, but there were also many drivers who offended when stopping their vehicles on the open road, for example, on a bend or on the crown of a rise. The careful and considerate driver, when he desired to stop, would choose a safe and suitable spot preferably off the

actual roadway.

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### FIRST PRIZE

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COMPETITION

(Section 6)

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## Hastily Hastingswards

NATIONAL RALLY SUCCESSFUL DESPITE ORGANIZATIONAL ERRORS

THE Daily Express National Car Rally, organized by the M.C.C., took place towards the end of last week, and on the whole proved successful. The full entry of 450 cars had been received, the November weather did its level best to make the road section difficult, and the police and other officials of Hastings, where the Rally finished, provided a fine welcome for the tired competitors.

The only cloud on the horizon came from the subsequent discovery of errors and irregularities in the running of some of the special tests, as a result of which the provisional results, after being announced once, had to be modified considerably and re-issued after some delay.

Winner of the rally was R. A. Hopkinson, who started from Manchester in his Mark 2 TD M.G. Midget; runner-up was J. V. S. Brown from Leamington with an H.R.G., while third place was taken by Ken Rawlings in his trials Vanguard Special, "Buttercup II." As expected, therefore, the small and handy open cars scored heavily, gaining considerable advantages in the tests on the score of manœuvrability and visibility. The Ladies' Prize was carried off by that experienced rally competitor, Mrs. Joy Cooke, in a Prefect-engined Ford Anglia.

The weather, which had been consistently wet throughout the road section of the rally, miraculously relented



Moment of departure 2 L. Sandford gives the starting signal at the London control to the Hillman Minx driven by Mrs. Jean Tatham and Mrs. A. Masters.

sufficiently to enable the concours d'élégance to be held in fine conditions on the Saturday morning. In the evening the prizegiving took place, together with a Rally Ball, at the White Rock Pavilion.

were those of E. E. McGowan's "cloverleaf" Citroen, of roughly 1925 vintage, and K. J. Clark's old Austin Seven Chummy. The former, forced to retire half-way round, came on to Hastings and lined up for the concours d'élégance with the best of them; the Austin, however, retired only on the very last lap of the rally, between Winchester and Hastings. Hard luck, indeed!

#### Criss-cross

But to return to the rally's earlier stages; all through Wednesday and Wednesday night the groups of competitors were crossing and recrossing England and Wales, and in one case Scotland as well. From Plymouth to Margate, thence to London and Doncaster; from Manchester to London, Southampton and Brighton; from Norwich to Swindon, Southport—and thence to Edinburgh; so they travelled back and forth, in the vast majority of cases with no difficulty in maintaining the required average speed, and very little in remaining on the correct route. The weather, although poor, was at least similar for all competitors; wet and dry by turns, with patches of mist and fog intervening, especially at dusk and

daybreak.
So all the competitors finally converged—or, that is, all but a half-dozen who had already fallen by the wayside, mainly with mechanical derangements of one sort and another—on Penrith, whence they were all to follow a common route for the remaining 582 miles to the finish. This, of course, meant a very long procession; the first competitor left Penrith at 8.18 a.m., and the last not until 3.47 p.m. From Penrith the route lay in roundabout fashion to Kendal; this portion of the route was fashioned to include the famous

OUT of the whole entry of 450 cars, there were in all but 25 non-starters; therefore 425 competitors actually took the road on that grey and uninspiring November morning of Wednesday the 7th. First away was the contingent starting from Plymouth, led by the Morris Minor of

G. D. S. Perry; then the Manchester lads ventured forth, then those starting from Leamington, Norwich, Cardiff, Glasgow, London, and finally Harrogate, Every type of car from trials specials to sedate family saloons and limousines was represented; among the more courageous efforts



Mrs. Lorna Snow and Miss R. Whittelle, looking understandably happy at having won Class J (Open) in the concours d'éléganee.

#### HASTILY HASTINGSWARDS

Honister Pass, part of which was used as half of the regularity test, about which there was later to be so much discussion—but that is anticipating. This regu--but that is anticipating. This regu-larity test embraced two sections, each half a mile long; competitors were timed over these distances, and to avoid penalty marks their times for the two sections had to be identical, with a five-second margin for error. The actual times were imma-terial, provided that they did not exceed

To experienced trials and rally drivers

this was fairly simple, many priding them-selves on having been within a fifth of a second of achieving identical times. The main difficulty lay with some of the smallest cars, which were underpowered for the 1 in 4 gradient of Honister. Any-way, through they came to Kendal, and thence down via Lancaster and Preston, Wigan and Warrington, to Chester. By second of achieving identical times. now the ranks were thinning out a bit, and fifteen competitors failed to arrive at the last-named. Among them were the plucky vintage Citroen and Mrs. Allard, who was driving one of the new con-vertible Allards; unfortunately the gear box failed and she was forced to retire. It oox railed and sne was forced to retire. It was on this section, too, that unfortun-ately a fatal accident occurred, when Maxwell Clark ran into a lorry near Preston; Clark was killed instantly, the other occupants of the car also suffering injuries.

#### The Worst in Wales

Now for the Welsh mountain section, including Bwlch-y-Groes; actually "the Bwlch" caused less trouble and delay this year than last, but Fate had another trick up her sleeve to trap the unwary. By now it was night again, and raining hard; as competitors were just congratulating themselves that the worst was over, with not many miles left to reach Knighton, they ran into a whole succession of flooded patches of road. In some cases there were fully fifteen inches of water on the road, and cars were hitting this at anything up to 50 m.p.h.! One Hillman Minx and one Morris Minor met their Waterloo (waterlog?) on this stretch through overturning into flooded ditches, while veteran Dickie Twelvetrees ran his Citroen into a bank to avoid hitting a

stranded car in the back, only to have the

Citroen overturned almost on top of it.

Many Jaguars found their low build a
handicap here, becoming waterlogged to the point where the carpets floated in the interior. Bill Sleeman, trials expert though he is, was forced to drive his Mersaloon out of a flood on the starter motor and dismantle a saturated distribu-tor; "Goff" Imhof, on the other hand, had to stop his Allard-Cadillac in the middle inf a flood to avoid someone, the low-mounted fan meanwaile throwing a stream of water up through the louvres the top of the bonnet-and still it kept going. Thirty cars in all retired on this section, the largest number of retirements

on any one section of the rally.

The remaining road section was straightforward enough, if the driver could keep awake. Still more unfortunates fell out with mechanical trouble, among them the redoubtable feminine team of Margot Holden and Nancy Binns, the transmission of whose XK120 Binns, the transmission of whose ARLO went back on them just before Ross-on-Wye. For the rest, it was on to Hastings—and the remaining tests.

These were four in number; the first an affair of accelerating forward round or other receptors before the corbor scales.

a pylon, reversing back on the other side, and accelerating away again over a finishing line. The second was a similar braking test to that used in last year's event, wherein the time taken to coast downhill from one line to another is in-

corporated in a formula together with the distance taken to stop past the second line—the latter being the important factor. Third came an acceleration and

continued

lactor. Inird came an acceleration and braking test; forward over a line, back, forward over a second line, back, forward over the finish. And last, but by no means least, came a parking test; forward over a line, and reverse back diagonally to park within twelve inches of a kerb.

#### Open Advantage

Naturally the open cars, especially the scantily bodied starker versions, scored in these tests, the last one in particular. Also, of course, there was the usual suc-cession of competitors who had obviously not studied the regulations for the testsor, if they had, were in no state to re-member them. But there were many polished and outstanding performances, among them that of the eventual winner, Hopkinson, the parking of whose M.G. was almost too rapid and accurate to be believed. Ken Rawlings, at the wheel of his Vanguard-engined trials special, made full use of his experience in such tests to record by far the fastest in such tests to record by far the tastest time in the acceleration and braking test -13.8 sec, to be precise. Here, also, the performances of Pat Stark and Peter Harper in saloon cars (Vauxhall Velox and Hillman Minx, respectively) were worthy of comment, the former recording 16.2 sec, beaten by only a half-dozen or

#### - PROVISIONAL RESULTS -

#### General Classification.

M.G. TD 1,250 (R. A. Hopkinson: Mrs. M. Hopkinson), 5.516 penalty marks.
 H.R.G. 1,496 (J. V. S. Brown: R. W. Kettel), 5.564.

Vanguard Spi, 2,088 (K. Rawlings : L. J. Tracey), 5,586.

5.5:95. Ladies' Award: 1, Ford 1,172 (Mrs. Joy Cooke: rs. Pat Copestake), 14,48; 2, H.R.G. 1,496 (Mrs. ancy Mitchell: Mrs. Jon Branford), 14,998; 3, unbean-Taibot 2,267 (Miss S. Van Damm: Miss M. P. Hornby).

seece P. B. Rece; Manch O. R. A. Hoghtman Mrs. M., Son H.R.O. 1406 J. V. S. B., H.G. 1406 J. V. S. B., B. Bascendisc, Gardin, M. O. P. W. Pricel; Glasgow, Healey S. Rollings: W. P. McCurnick B. Morgan 4-4 I.267 (D. Hows wards:

Class Awards: Up to 1,100 c.c., open: 1, Singer 1,074 (A.

son-Wright: R. Baxendale). 6.458 penalty marks 2. H.R.G. 1,074 (H. B. Fincher: K. Towie). 7,766 (Bessel: I. Morris 315 (G. K. Le Gys; A. E. West brook). 14.695; 2, Ford 933 (D. R. Laver: D. Rich) 14.763.

Riley 1.496 (G. F. Hayward M.G. 1.250 (C. H. Davies

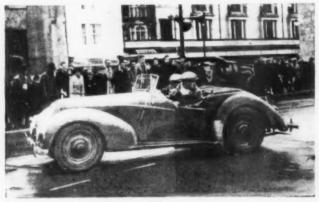
, Aston Martin irn), 15.116; 2 ; M. Rose), 25. . Corbishley : H. 1.971 (L. F. Pa Up to 2,800, epen: 1, 3,800.

es), 6. W. E.

omers' Award: M.G. 1,250 (D. G. G. tobbins), 5,677.

#### CONCOURS D'ELEGANGE

Class Awards: Cars manufactured before Jar Up to 1.188 c.e., cleend: R Oddy). Up to 1.500 185 (C. Oldbury: G. H. cesed: Citroen 1.911 (R. C p to 3.009, open: Alvis 2.5



F. H. Bullock (Lea-Francis) reversing into position in the kerb parking. Ken Rose, his passenger, looks apprehensive.



Prizewinners all: W. M. Couper's Bentley, L. Griffiths' Riley, E. S. Sneath's Bentley and N. Freedman's Lancia Aprilia, each victorious in its concours class.

so cars out of the whole lot. The unluckiest competitor was undoubtedly A. D. Mackay, the transmission of whose Sunbeam-Talbot failed just before the last test of all

Sunbeam. Talbot failed just before the last test of all.

When all the tumult and shouting had died, and most of the competitors had gone to anatch some sleep, the M.C.C. officials set to work to evaluate the provisional results. And here they suddenly astonished and mystified the whole population (temporary) of Hastings by announcing that only three competitors out of the whole entry had completed the regularity test correctly within the time allowed; and one of these, Bob Foster, better known as racing motor cyclist, was pronounced the winner of the rally. But this was an impossibly small percentage, even had the test not been fairly easy and carried out by many experienced drivers; so, on the Saturday, as investigation was carried out, as a result of which the timing of the test was found to have been faulty. Therefore, all the previously announced provisional results were cancalled, and a new set brought out, with the regularity test omitted from the calculations.

#### Mass Protest

Meanwhile the Queen's Hotel was a seething mass of drivers and navigators, astounded that anyone could doubt their abilities to perform this test correctly, waving stop-watches and notebooks in the air; one competitor appeared wearing an apparatus consisting of a calendar and two egg-timers, labelled "M.C.C. Timekeeper," which provided comic relief.

So great was the commotion aroused by this contratemps that not many competitors found time to look at the concours d'élégance which was in progress on the sea-front. But plenty of the public appeared; and the cars were very well turned out indeed—in fact, it is a mystery how some cars can be rendered so clean in such a short time, considering what they have been through in the previous few days.

The whole event was rounded off by

The whole event was rounded off by the prizegiving in the evening, presided over by the enthusiastic Mayor of Hastings, Councillor A. J. Chambers, J.P., which turned out to be a riotous affair with a whole string of humorous interjections and incidents. And the Daily Express, with characteristic generosity, presented Bob Foster with a cheque for fifty pounds to atone for what was not, after all, their error; so all ended amid acclamations.



At the finish all cars were subject to scrutiny for damage sustained en route; here is A. W. Lilley's supercharged Prefect-engined Ford Anglia undergoing examination. He gained second place in the class for special or supercharged closed cars.



Multum in parco: loading all the kit into the locker of H. Perring's Vauxhall Velox before the start of the rally.



THE WOMAN'S VIEW
OF CAR FASHIONS





A coat of fawn alpaca (left) which had a matching rug; and a beige cashmere model by Windsmoor with a big collar, promising comfort in an open car with doors cut on the bias.

To walk into a hot, smoky room, filled with soft dance music and people drinking cocktails, on an otherwise quite ordinary Monday morning, was a new and not unpleasant experience. I did not, however, attend the recent "Wool Fashions in Motoring" show, at Nuffield House, in Piccadilly, London, without some misgivings. I was assured by the International Wool Secretariat and the British Mantle Manufacturers' Association—who were jointly responsible for the parade—that the "mannequins would display warmth with elegance"; but would their ensembles make my old beige coat suddenly inadequate for an occasional motor run? Would women be forced into wearing something startlingly new in their cars? Was it possible in an English winter to be both warm and elegant, and, anyway, should there be such a feminine thing as fashion in motoring?

But when the mannequins started to parade through the corridor of chairs, with incredible gusto, their warm, fleecy clothes fetching gasps and claps of approval from the audience, one began to admit that perhaps clothes chosen especially for motoring were not such a bad thing after all.

At the risk of being frivolous, I would even claim that the cut, colour and cloth of a feminine motorist's coat are of an importance equal to that of the shade and contour of her steering wheel. And, if one considers that compared with the wool trade—which started in this country about 2,500 years B.C., and was a flourishing business when the Romans arrived to take it over—the motor industry is but a newly born babe, the suggestion is not such a daring one sit might at first seem to be.

as it might at first seem to be.

It is always interesting to study the shape of women's clothes in relation to the other functional things around her. The romantic bubble, for instance, of a Victorian crinoline was, in fact, the product of a new machine age, in which it became possible to manufacture the wide, unsupported steel hoops with which to hold the skirt in position. And little

surely has changed—unless it is the house in comparison with the pre-fab—so much as has the shape of feminine dress and that of the automobile together, since the days when women considered it excessively chic to don a dust-proof coat and to go motoring.

"What would my grandmother say?" I thought, as I watched the mannequins swing their coats gracefully from the shoulder—my grandmother who had worn a boater and heavy veil, and seen with apprehension her daughters whisked away from her, unchaperoned, in two-seaters, their chassis as slim and angular as their female occupants' figures.

It was at once apparent that the clothes displayed had not been made especially for motoring—except, perhaps, for a brown teddy bear swagger with a lovely matching rug for the knees and feet—but chosen rather from current fashions as being both practical and elegant for a car journey. A pity, but inevitable, I suppose, when a car is universally accepted as useful transport. And yet, when one considers the supremacy of British woollen cloth and the export jinx together, it is a tempting—if wild—thought to wonder if a "purist," but still elegant, motoring coat could be designed. And, if so, if it could not be sold as part of a car's equipment. I have thought of one with a detachable fleecy-lined hood, of uncrushable material, with roomy sleeves that can be fastened to fit close to the wrists, huge pockets and wrapover, and which could be readily rolled up in the locker.

#### Hobbled

Once or twice when mannequins displayed joyfully a suit with a skirt ao tight as to render it a feat to get in—let alone out of—a car, I wondered whether this was not just an excuse to have a party; but generally the coats shown were of a wide generous cut, some with vivid silk linings to glimpse casually as a woman emerges from her seat. The favourite material seemed to be teddy bear, with camel hair a close second. One white teddy bear coat was declared to be washable. High-standing collars could be muffled around the ears, sleeves with huge cuffs had a bell-like fullness around the elbow, and buttons were like saucers. All the models were of a crease-resisting cloth, a "must" in motoring, for women frequently arrive at their journey's end a bundle of creases.

For me, the parade formed a basis for thought as to whether there can be fashion in motoring—and finally a pleasant realization that there is. A model just like my beige I was relieved to see suggested for a run in the M.G., while the Wolseley received something much more fluffy and feminine. There is, then, after all, an affinity between the car and its lady passenger. A flamboyant purple ensemble looked just right in the saloon, impossible in the sports car; and, surely, I am not alone in distrusting a mink in an M.G., although it would adorn a Daimler.

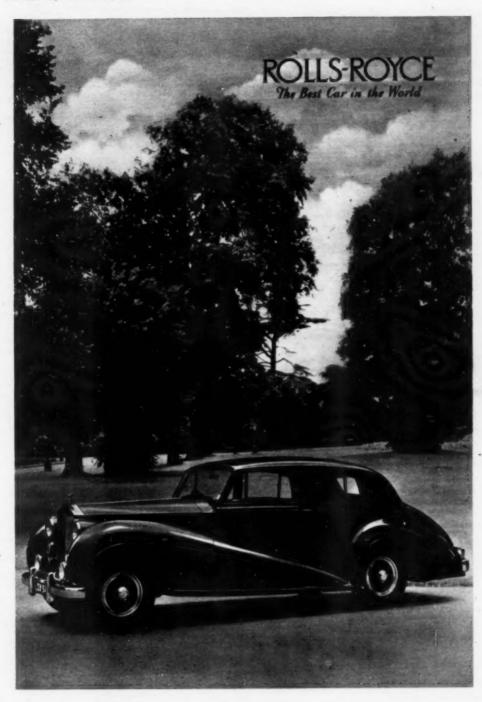
I looked in vain for detachable woollen hoods and scarves.

I looked in vain for detachable woollen hoods and scarves. There was none; yet few women would undertake a winter motoring journey without one of these comforts. Hats, however, were practical, close-fitting velours and berets, though one with its high-standing feather might irritate by wagging, in the enclosed space of a car; but the exceptions to practicability for motoring were, perhaps, only the more noticeable for their rarity.

CATHERINE STOKES

The fullness in the back of this white fur fabric three-quarter length by Bickley can be belted or left loose.







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## JAGUAR

Powered by the world-famous XK120 engine

A luncheon stop at an inn before tackling the Bracco Pass.



# Old-timer Comes Home

WINTER JOURNEY FROM ATHENS IN A 3-LITRE BENTLEY: by HEATHER KING

"DON'T sell the Bentley," John cabled home to England. For, on his arrival in Greece to take up a two-year appointment, he rapidly realized that one of the essentials in life would be a car. As there was in force at this time some complicated regulation which precluded him from buying a new export car, there was only one thing to do, and that was to ship out our ancient 3-litre Bentley from England by cargo ship, family following at a respectful distance by troopship.

respectful distance by troopship.

At the end of two years in Greece we decided that, rather than ship the Bentley home again, we would drive back; when asked if we were taking him home with us we replied, "No—he's taking us." And on the day of our departure there was a mass of odd things to pack in, such as children, zip bags, suitcases, mackintoshes, duffle coats, camp beds and rugs; finally, the car seat cushions, lying on the verandah steps, were nearly forgotten. "This'll take up no room at all," was always the chant as just one more item was forced in somewhere.

Before going to the docks we had one more journey into Athens to Mr. Papageorgopolou's garage to pick up the battery which had been on charge and to remove the Greek number-plates and restore the Bentley's lifelong OP 6347. Then down the broad, straight, bumpy, oleander-lined Singrou Avenue, commonly known as "The Mad Mile," from Athens to the sea, and round Phaleron Bay to the docks at Piracus.

From here we took ship to Naples, a Turkish ship which plies between Istanbul and Marseilles. Loading the Bentley into her was a tricky procedure. First he had to be driven straight off the dockside down on to a lighter 2ft lower than the wharf; the lighter was then towed across the harbour to the ship's side, where enormous doors were opened, and the car had to be driven off the lighter again, two plants into the ship.

up two planks into the ship.

Once on board we had a pleasant weekend voyage round the foot of Italy, through the Straits of Messina, past

Salerno and into the Bay of Naples. Unloading the car at Naples was even more hazardous than loading at Piracus, for he had to be driven out of the ship's side, at rather an angle to the quay, and up two narrow planks. There was a huge and genuine sigh of relief when he'd crossed the abysa. The customs people were delightful; they chalked all our luggage with great gusto and a yellow chalk, and when Timothy proffered his Dinky toy Hillman, one official carefully chalked one of its tyres.

On hearing the music of the Bentley's engine again in place of the creaking of the ship, we felt the impulse to be on the road for home and didn't stay long in Naples. We set course for Rome by the Via Appia and the Bentley extended itself into a long, striding gallop when we came upon the 30-mile stretch of dead straight road across the Pontine Marshes. Ahead of us was a baby Renault, and as he also put on the pace a bit we trailed him at a steady 60 m.p.h. for mile upon cornerless mile. But as we were entering Rome by the Porta San Giovanni we suddenly realized that the pipe to the oil pressure gauge had severed just behind the facia and oil was being pumped out all over John's trouser legs. He bound up the wound with rags but we had a tricky drive through the city. We took the Bentley to have his oil pipe fixed at the Auto-Maxwell garage on the Via Cesare, where the Red Label was to them rather an unusual customer.

Leaving Rome two days later we were advised, rather than take the coastal route northwards, to go by Florence, with the added gem of Siena on the way. This was one of the most lovely journeys; up to Montefiasco, coming out through the walled town upon the view of Lake Bolsena below, then climbing again the long pass with easy gradients—a "third gear" pass—up to the square tower over Radi-

We paused in Siena for lunch, nosing our way gently through the narrow, pavementless streets, the Bentley's exhaust note reverberating between the high walls of the houses, and ultimately entered Florence by the famous Ponte

Vecchia, lined with jewellery shops.

From Florence the word Autostrade conjured to mind a magnificent arterial road along which we would travel at high speed to rejoin the coast road at Viareggio. What a disappointment—in pouring rain—to find ourselves plugging along a narrow, slippery, bumpy stretch of concrete, laid like a ribbon across a dull, flat plain. La Spezia, the naval base, we left by way of a very steep ascent straight out of the town and up to 500ft, hampered by huge diesel lorries struggling round the hairpin bends with their trailers. We then had a beautiful drive over the Bracco Pass. Although it was a big climb, the Bentley held his own comfortably all the way in third gear, a perfect ratio with just that much power to pass the odd "fellow-traveller" without having to drop down to second. Over the top we came out upon a new world with the sea far, far below.

Once down on to the Levantine Riviera the road was chiefly noteworthy from Michael's point of view for the number of tunnels he could count as we went through. Rapallo housed us for a night and next day we continued up and down and in and out of the indented coastline (never a straight bit of road to allow John, wrestling with a fading lighter, to light his cigarette). Tramlines began as we came in to Nervi, and we never managed to get off the beastly things again until miles out on the other side of Genoa.

### Ominous!

Soon after leaving Ventimiglia we came fairly fast round a corner and down a steepish hill to find a barrier across the road—we had reached the Italian-French frontier. It was at this precise moment that we heard a horrible grating noise coming from some part of the Bentley. What was it, where was it coming from, and what did it mean? With our limited technical knowledge we couldn't diagnose it, and as the exhaust note sounded as healthy as ever we decided to keep going; our destination, Cap Martin, was only three or four kilometres ahead.

We had planned arrival in the Monte Carlo area to coincide with the great Rally, and next day we went to see the competing cars drawn up on the terrace in front of the Casino for the concours d'élégance. Then up the hill to

the Auto Riviera garage to have the Noise Sinister traced. Monsieur Clynes diagnosed the trouble as "pas trás grande chose"; he checked over the cardan shaft and universal joints, and said that it was all right to go on. Michael, sending a post-card to one of his friends in Greece, wrote: "The Bentley has something wrong under the back seat." We soon joined La Grande Corniche, winding along the mountainside with a glorious view of the snowy Maritime

We soon joined La Grande Corniche, winding along the mountainside with a glorious view of the snowy Maritime Alps. Then down to sea level again at Villefranche, Nice, and on through Antibes, with its attractive fishing harbour and pine trees, and round by Juan-les-Pins at the head of a huge sandy bay; we slipped through the main streets of Cannes, with glimpses of white steam yachts and tall masts in the harbour, before turning inland and northwards for Aix-en-Provence. Through Luc-en-Provence there was a long stretch of straight, switch-backed road, rather like Bagshot Heath, and here the Bentley overtook a Standard Sixteen which had been bothering us for some time, and held a steady 70 m.p.h. all the way to Brignolles. Trois kilowiters aprise Brignolles, according to the sign, we came to l'Auberge de la Reinette, one of the inns recommended by the Club des Sans-Club, where we pulled in for the night and the Bentley went to bed in a huge barn. In the early hours of the morning we were woken by the sound of cars pulling up outside and voices speaking unmistakably English French. We found later that the Bentley had been joined in the Barn by four brand-new Morris Minors. They were led by an Englishman and were being driven through to Italy for delivery in Rome.

Italy for delivery in Rome.

Next day we drove on gently for lunch in Avignon, but following the Rhône valley until dusk we were disappointed in what we had expected to be pretty scenery and seemed to come upon a chain of scruffy little towns. At St. Rambert we tried a possible hotel but found it was quite the last word, so pressed on to Vienne, where we were more fortunate.

In Lyons I lost all marks as navigator. Quite oblivious of the fact that the Saône and Rhône flow parallel through the town, I directed John along all the wrong quays and boulevards, wondering why the names did not coincide with those given on the A.A. town plan. At last he made me tumble to my folly by suggesting that we had recorrect or cross, and for a brief spell we were back on our correct

At Monte Carlo, where a sinister symptom was investigated.





Descending the Bracco Pass.

route. Confidence restored, I continued to direct him along the river bank without allowing him to cross the second river until we reached what I ascertained to be the right bridge, only to find ourselves in a maze of small streets with no sign to show either which way to go or even where anywhere was. Almost in despair, we would have turned round if we could have found somewhere in what had now become a anowy lane between high white banks, when, corning round a corner, we saw gleaming in the sun below the Saône. Rejoining Route Nationale 6 down an avenue of tail trees with trunks painted white, we went on fast to Macon and red-roofed Tournus, by which time the Bentley was practically running away and couldn't bring himself to stop for lunch until we had passed through Chalon and Chagny and found an auberge at a bend in the road of the Côte d'Or. We always had a bottle of wine at our lunchtime halts, for, as we had seen painted on the side of a house somewhere near Aix, "Un repas sans un est une journée sans solieil"—in France, anyway!

Passing the lovely château at Rochepot the Bentley now

Passing the lovely château at Rochepot the Bentley now sped along a fast road through wooded country. One big annoyance was the constant menace of heavy diesel lorries with lurching trailers, emitting clouds of filthy black exhaust smoke, which doggedly held the middle of the road. Avallon we had looked upon as our next night stop, but we had made such good time that we ran on and stayed at a tiny place called Champs-sur-Yonne, a little short of Auxerre.

Next day was a sad day in our journey because the oldtimer had to be pulled up. At Joigny we had crossed the Yonne and joined another Rouse Nationale to Sens, but while going out into the country again, rather cautiously as the roads were wet and slippery, a most fearsome noise developed and we stopped abruptly, just over the bridge into Pont-sur-Yonne and (luckily) exactly opposite a garage. A mechanic quickly came out to listen and gestured to us to lead the offender in. Over the pit, and with the rear wheels jacked up, he was put into gear in order to hear the awful noise. Without a doubt it was in the rear axie or "pont arrière." Out came all the luggage and we ensconced ourselves in the local auberge, for it was necessary to démonter everything to trace the trouble.

All afternoon the slow process of taking down the rear axle continued—mournfully, to the sound of rain pattering on the glass roof. Rear wheels off, brake drums removed and half-shafts extracted. By evening the whole of the rear axle assembly lay on the bench of Monsieur Gonnet's garage, surrounding the offending piece—two teeth stripped and two more half-mangled away from the pinion meshing with the crown wheel. The chances of finding another crown and pinion in France were so remote that John flew to England and located replacements, triumphantly placing the new parts at last in Monsieur Gonnet's hands. They soon fitted the jigsaw puzzle together again and the Bentley went out for a trial run. He felt better than he'd felt for years!

In ninety-nine kilometres we came into Paris for a two-day visit. The sun gleamed over the city as we looked back on our way from the viewpoint on the rise at the end of the Route de la Grande Armée. We struck a bad route northwards and even when we joined Route Nationale 1 and thought, "Ah, now we'll be able to press on a bit," we found only spasmodic stretches of good road all the way to Abbeville. At Montreuil we turned left for Le Touquet and next day entered upon the last leg of our journey to England, staggering over the cobbles of Calais and on up the coast to Dunkirk.

While we were waiting to go aboard the ferry the oldtimer, who has such a strong sense of humour, thought upjust one more funny plan. When it was time for him to drive on board he wouldn't go. He had jammed the starter motor prinon in mesh with the flywheel. John freed it again with the handle of a pair of pliers. "Daddy, these sailors all know English," the children

"Daddy, these sailors all know English," the children discovered on returning from a tour of the deck, and we went below and slept until the rolling ceased and we slid past the lights into the shelter of Dover harbour. It was raining and getting dark and rather cold, and the children were tired, but we somehow felt elevated and cheerful because, with the Bentley, we were back in England again.

because, with the Bentley, we were back in England again.

He was quickly released, and, nosing his way out of the docks, was soon speeding happily through the English countryside, remembering, once again, to travel on the Lefthand Side.

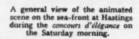




Rallying to Hastings

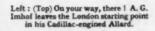
STORY OF THE BALLY ON PAGES 1401-1403





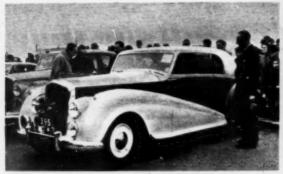


Third prisewinner, Ken Rawlings, with his Vanguard Special at Learnington before the start; he fishing in his pocket, while to his right are L. J. Tracey, his co-driver, and Dave Francis, competition representative of Mintex brake linings.



(Below) Officials check the lighting system of R. Twelvetrees' Citroen before the start of the London contingent.





A. J. Tatham awaits the verdict while judges examine his Bentley during the concours d'élégance; the judges in this case are (l. to r.) F. W. J. Bolton and H. S. Linfield, Editor of The Autocor



Another view of the braking test; the car is T. A. Taylor's Type 203 Peugeot saloon.



Jack Reece, nose buried in collar, looks over the side while his cousin Peter conducts the Cooper-M.G. through the acceleration and braking test.



Mrs. Nancy Mitchell, runner-up for the Ladies' Prize, takes her H.R.G. through the downhill braking test.





# Spot on-all the time

Another rully has been won, and the story has been told on earlier pages of this issue How much effort is required to carry off the winning trophy? That of the driver is evident to the spectator, but the work of the navigator is less apparent. In this article, a well-known rally driver recounts the methods used by his navigator and presents a convincing picture of the system and accuracy required.

by J. Gott

W HILST most international rally organizers recognize the importance of the navigator by making an award to the passenger of the winning car, the average member of the public, and even some competitors, often fail to appreciate the vital contribution which the navigator makes towards success or failure.

Yet it is a simple matter of mathematics; if the navigator allows his car to stray on to the wrong road and then takes five minutes to appreciate his error, at least ten minutes will have been lost, which may entail a heavy penalty or even exclusion, and will certainly entail unnecessary speed to regain schedule. Certainly many events have been lost, and the good name of motor sport tarnished, by indifferent navigation. Conversely, by keeping strictly to route and making careful time checks, a good navigator can inform his driver when to slow down, so saving unnecessary strain on the car and contributing materially to the important cause of road safety.

To be a good navigator one must merely have strong nerves, illimitable patience and an imperturbable temper, and be able to keep unhesitatingly to track and time. To be an "ace" navigator, one must in addition be a psychologist, accountant, mechanic, linguist, doctor and chef; glamour is not essential, but is generally regarded as a valuable asset.

Yet, given the right mental make-up, the basic elements of good navigation, unerring track-keeping and systematic time-checks are not too difficult to attain. The bare minimum of basic equipment is a speedometer, or rather odometer, a reliable clock or watch and a set of maps; a stopwatch and a Blackwell Mark I computer are extremely useful, but not essential.

### **Checking Instruments**

The first step is to make the instruments as accurate as possible, and then to compute and allow for the almost inevitable inaccuracy. The odometer should be checked with the axie ratio and rear wheels to be used in the event, over varying types of road, and the error averaged out. If this is greater than 3 per cent, the instrument should be returned to the makers for recalibration, and, on return, the error again averaged out. The watch or clock should be "rated"; that is, after it has been as accurately adjusted as possible, the daily gain or loss should be noted for a week and the average daily error thus computed.

If these adjustments are carefully carried out, the errors should be almost negligible, but, in any event, they should be noted, e.g., watch: gains 1½ minutes in 24 hours: odometer: over-reads 1 mile in 50.

The navigator and driver should then carefully consider the route, using the largest scale maps obtainable, or, preferably, the maps used by the organizers in plotting the course; for example, the A.C.M.P., who organize the Alpine, always state which maps they have used in the preliminary regulations.

In this preliminary assessment, the crew should consider such points as especially difficult sections which will need time to be made up on easier sections, probable refuelling points, routes through large towns, bearing in mind the time of day when traversed and the traffic likely to be encountered, the position of controls and the direction from which they should be approached, and the possibility of maintaining the average speed demanded with the type of car to be used.

Personally I do not favour using the excellent itineraries

prepared by the R.A.C. or the A.A., as the crew are more likely to be familiar with the route and its difficulties if they have had to trace it out for themselves, instead of getting it "ready made." After checking over these important points, the navigator can now prepare to lay out his log. This can be an impressive typed affair, with sectionalized maps in a loose-leaf folder, but a strong foolscap exercise book is just as practical, and a lot cheaper.

book is just as practical, and a lot cheaper.

The layout of a log is largely a matter of personal taste, but the system described below, which has been adapted from R.A.F. procedure by Jock Gillespie, D.F.C., an "ace" Pathfinder navigator, has successfully stood the test of many rallies, and will serve as a sound framework on which personal ideas can be grafted.

### Through Bigger Towns

On the left-hand side of the log are pasted sections of the map covering between 20 and 50 miles of route, depending upon whether the route runs across, or up and down the map. If any large towns are to be traversed, a plan of this town is also pasted in. On both sections the route is boldly marked in crayon.

On the right-hand side of the log a grid is laid out, corresponding to these map sections, with the headings shown. These are more fully explained below, and, for example, have been completed from an actual operational log, in this case of the 1949 Alpine. The actual log is reproduced opposite.

Check Points	Rd. No.	Diet. Km.	Time Min.	E.T.A.	A.T.A.	7 #/- Min.	Dist. Miles	Speeds Read- ing
Lambesc to Sense	N.7	21	22	22.48}	22.27	+20	13.1	21636
Sense	N.7	7	7(1)	22.56	22.31	+25	4.4	21639
to Orgon Orgon to Cavaillon	N.530	7	7(1)	23.034	22.38	+25	4.4	21643
Cavaillon to Isle s/s	N.536	10	10(1)	23.14	22.47	+27	6.2	21649 21649

1. Check Points.—Unless very straight, and easy to follow, the route should be divided up into check points not more than 10-15 miles apart. This will not only narrow the "circle of uncertainty," should one get lost, but also enable frequent time checks to be made.

Road Number.—This is essential information in a Continental rally, and is becoming increasingly important in English ones.

3 and 8. Distance, in kilometres and miles.—This is the distance between check points, taken from the map in use. The conversion from kilometres to miles, which can easily be made on a computer, or more laboriously by mathematics, is not necessary if a kilometre-calibrated speedometer is used for Continental rallies. I strongly recommend such a calibration for ease of working. In the Tulip Rally, for example, the route cards for the four special sections were not issued until the cars started on them, and merely consisted of a sketch of various junctions, with the distance in kilometres between them. Although marked by arrows, the junctions were difficult to pick out at night, and navigators working with odometers calibrated in miles were unnecessarily handicapped.

 Time (Min).—This is the time taken in minutes to cover the stage between check points at the set average speeds. If, as in the Tulip Rally, there are set minimum and maximum average speeds, the times should be calcu-

lated for both speeds.

5. Estimated Time of Arrival (at check points).—This is found by adding stage times to the starting time. Where minimum and maximum averages are set, E.T.A.s at both

minimum and maximum averages speeds should be entered.

All these details should be completed before the start, leaving only a bare minimum of entries to be completed in motion.

6. Actual Time of Arrival.-This is the time of arrival at the check point.

7. +/-, Min.—The difference between E.T.A. and A.T.A.

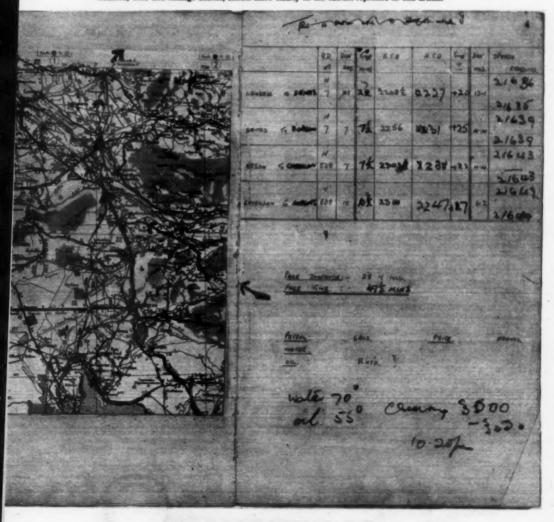
Speedo Reading.—This should actually be odometer reading. It affords a very valuable "overshoot" check. When the car leaves a check point, the odometer reading is

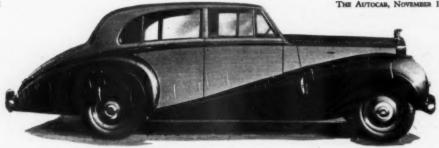
entered, and the next stage distance, making allowance for instrument error, is added, and entered against the next check point. If the check is not in sight when this reading appears, a navigational bloomer should be suspected. In practice with an accurate odometer, it has been found that there is rarely more than a mile difference between the two readings, the actual and the estimated.

Other information which the navigator should enter is refuelling stops, oil and water temperatures and state of the roads, such as dusty patches, rock outcrops and so on. While I do not claim that this system is the best, or indeed

the only practical one, it has produced excellent results and valuable permanent records with a minimum of expensive equipment, and it is certain that any passenger methodically employing it will be able to answer correctly that inevitable query, "Are we LATE?"

In this reproduction of two facing foolscap pages of Mr. Gott's log are a map covering the Lambesc to Sorgues section of the 1949 Alpine, picked out with blue-pencilled arrowheads, and the distance, time and mileage entries, shown more clearly in the extract reprinted in this article.





Design and finish obtained a first place among cars for the owner-driver for this Rolls-Royce saloon by Freestone and Webb. It is in two shades of green, with upholstery in similar colours.

# Coachwork Medallists

### IN THE ANNUAL LONDON SHOW COMPETITION WINNERS

HE annual competition of the Institute of British Carriage and Automobile Manufacturers is limited to coachwork of British makers, and the results are always judged on the entries appearing in the Earls Court Show. It provides a strong stimulus towards quality. All kinds of car coachwork are eligible, but the first three classes are intended for firms engaged in the manufacture of highengaged in the manuscript.

Class individual bodywork. At the same time the quantity-produced bodies are not overlooked, and it is possible for the quantity-produced car to win awards, although its body may have been stamped out in thousands.

The criteria on which judgment is made are very much the same for all the classes; 30 marks are given for general design and 30 for comfort, with another 30 for interior design and There are many instances of finish. 20 marks for such details as visibility, exterior finish, accessibility and layout of controls, and more for body sealing, ventilation and air conditioning, though how the efficiency of some of these is determined in the showroom is a little hard to decide. There is a price classification, so that a car such as the Jaguar saloon can compete without fear of competition from more "custom"built designs. Jaguar cars, in fact, this year won the class for a saloon not exceeding £1,550 in price and the class for open sports designs of over £800.

There is also a class for less expensive sports cars, not exceeding £800.

The Daimler Straight Eight limousine, with its special gold and heraldic decoration, has already been described in The Autocar. It was obviously a favourite in its class and took first place among the large closed bodies. stand of Hooper's, who built this coachwork, was thronged throughout the period of the Show.

### Choice Upholstery

Coachwork with a difference has for long maintained the reputation of Freestone and Webb, who were highly successful in this competition, with a second prize for a Rolls-Royce saloon, among the large closed bodies, and a first prize in the section for four-seater cars for the owner-driver. The design in this class was a saloon on the Silver Wraith chassis, a four-door six-light layout, finished in light green, with darker green for wings.

This firm specializes in fine upholstery, and the winning car had front and rear seats of one-piece type, in green hide with darker green piping, done in an attractive "bolster" style. It is difficult to convey the somewhat impalpable points of quality and final impression which make a prizewinning car; it is necessary to have been inside it to judge, but this model had a sunshine roof and such details as "purdah" sun blinds for the rear windows.

In the coupé class the board was swept by E. D. Abbott, of Farnham, Surrey, who took first and second places with a Bentley and Healey respectively. The Bentley was finished in black and ivory, with beige hide upholstery. A power-operated head was fitted.

Two third places among the expensive coachwork classes were taken by James Young, with a four-door sports saloon with division, in the class for large closed bodies, and for a Bentley in the owner-driver class. The R.-R. was lavishly equipped with special cabinet work in the rear compartment, and with cocktail and picnic equipment in the front door lockers. The way in which quantity-produced coachwork enters into this competition is shown by such results as that of the line production class for cars priced under £550 (exclusive of tax, of course) which was won by a Ford Zephyr Six made by Briggs Motor Bodies. Other awards for similar coachwork were taken by a Humber Hawk, bodywork by the same company, and a Wolseley Six-Eighty, also straight from the production line.

Among some of the other interesting cars to win awards were a Daimler Empress saloon on the special sports chassis, by Hooper; the ever-popular Austin Princess (coachwork by Vanden Plas) and the Austin A.40 tourer which won the competition for open sports coachwork on cars not exceeding £800.

Well placed in two of the expensive car classes, James Young won a medal with this Rolls-Royce sports saloon.





### ELBOW ROOM

Comfort-for-four on seats of foam rubber trimmed with leather cloth. Adjustable front seats. Glove compartments for driver and front-seat passenger. Easy-to-see, easy-toreach controls on a stylish fascia.



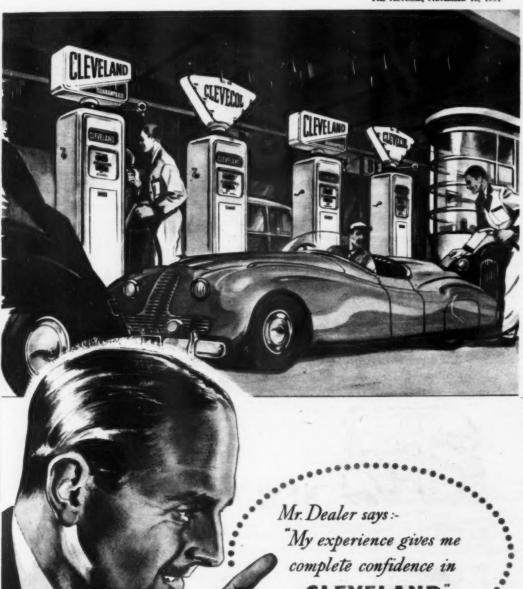
STOW-AWAY

Ample space for luggage in the capacious

# The brilliant NEW AUSTIN SEVEN

The New Austin Seven will add fresh laurels to Austin's name for record-breaking dependable cars. Vivid in performance . . . its 30 b.h.p. 4-cylinder high efficiency O.H.V. engine gives you an easy 60 m.p.h. Gratifying in economy . . . petrol consumption reaches up to 50 m.p.g. Generous in comfort . . . room for 4, with easy access through four rear-opening doors and independent front suspension to level out the rough spots. Truly a remarkable car, with a great reputation behind it and a great history ahead.

AUSTIN - you can depend on it!



CLEVELAND"

THE AUTOCAR, NOVEMBER 16, 1951 1473

This 1915 Mercer Raceabout is considered an extremely desirable car, since the Mercer was one of America's few great sports cars. This one, unfortunately, is fitted with modern-size tyres. It belongs to Mr. and Mrs. J. O. Goodell, of Los Angeles.

The author is intimately concerned with veteran cars in America, and possesses one of the finest libraries on the subject in existence. His account of veteran car enthusiasts' activities in the U.S.A. is of particular interest on the eve of the British R.A.C. Commemoration Run to Brighton.



# Antique Cars in the U.S.A.

AMERICA, TOO, IS FASCINATED BY THE VETERAN By P. S. de Beaumont

N November, 1935, fifteen owners of ancient cars formed the Antique Automobile Club of America, in Philadelphia. This marked the very beginning of organized collection and enjoyment of historic cars in America. Two years later, another small group in Los Angeles founded the Horseless Carriage Club, and in 1938 the Veteran Motor Car Club of America was established in Boston. But interest was far from widespread; by the time the United States entered the war, membership in all three clubs totalled only about 400. For some unexplained reason 1943 saw the beginning of greatly accelerated American interest in antique cars (as we call them over here), and three has been no slackening since. The A.A.C.A. leads today with slightly over 2,000 members, and H.C.C. is a close second, with V.M.C.C.A. a good third.

Local centres of activity having sprung up in areas remote from headquarters, each of the three leading clubs now has a number of local chapters, called "Regions." Some of these have well over 200 members and sponsor events comparable to those of their parent organizations. And besides the several dozen Regions, a handful of independent local clubs dot the country. The present main geographical centres are the North-east, roughly from Washington, D.C., to Boston; the Mid-west areas centring on Cleveland, Chicago, Detroit, and Milwaukee; and California, especially the southern part.

How many cars are in collectors' hands is anyone's guess, but few would estimate fewer than 5,000, and a somewhat shakier conjecture suggests that about half are restored.

We Americans do not sharply classify our cars into Veteran, Edwardian, and Vintage categories. "Edwardian" does not apply over here, of course, and the extreme informality of our club competitions did nothing until very recently towards influencing collectors in favour of any particular age or type of car. It was every man to his own taste, although the older the car the better, of course. Nevertheless, pre-1905 cars remain in the extreme minority. Most of the survivors date from 1910 to about 1920.

Scarcity of the earliest models is naturally a basic reason. Our industry was late in starting. But there are other causes for so many collectors' cars ranging not only from, say, 1910 to 1920, but even up to about 1935. However, the 1935 date does not signify the collecting of recent and vapid production types. Instead, it brings in the rare and worthy examples of such marques as Duesenberg, Stutz, Rolls-Royce and the like.

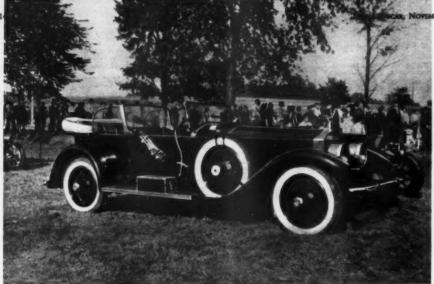
Another thing favouring somewhat later cars is that the average American collector was not himself a pioneer motorist. Some were, of course, but most of us cannot

recollect experiences much earlier than about 1910, and nostalgia does play a part. Another influence, or, rather, lack of it, is that only a small percentage of us look on antique cars purely from an historical viewpoint. The majority, although decidedly strong for authenticity in restoration, find more pleasure in actually driving the old cars. For this, they tend to feel that genuinely pioneer cars are too slow and troublesome in modern traffic. That the clubs now sponsor numerous tours, of several hundred miles each, has further increased the desirability of 40-50 m.p.h. cruising speed cars with windscreens and hoods.

Still another factor is that there is no significant American vintage sports car club, and that only in the past several years has the sports car movement as such attained important proportions. Thus, while welcome at sports car club events, most "vintagents" belong to the antique car cult. This applies especially to A.A.C.A., which has always recognized that now is the time to preserve the antiques of the future, and that the fine and unusual cars of the 'twenties and

Steam cars are the favourites of many. This 1910 Stanley is a beautifully preserved example of America's leading make of steam car, the last of which appeared in 1925.





The Rolls-Royce is always a great favourite. This 1922 Silver Ghost, owned by Warren Weiant, Jr., of Newark, Ohio, carries special coachwork by Derham, one of America's few surviving builders of custom bodywork.

### the U.S.A. Antique Cars in continued

'thirties add great interest to events. As opposed to this, V.M.C.C.A., for example, takes a purist view and excludes post-1925 cars.

The resulting heterogeneity of cars has posed severe judging problems at events, and for some years the more glamorous examples tended to take all the honours. Finally, A.A.C.A. took the lead, since followed by V.M.C.C.A., and evolved a classification based not on dates—for hundreds of makes, dating records simply do not exist—but on grouping cars by type and the state of development they represent. Thus a car's class depends on whether or not it has some essential like electric lighting and starting, or four-wheel brakes, on its number of cylinders, and on whether it is propelled by steam, petrol, or electricity. This system has worked very well, resulting in enough classes and sub-classes

to allow every car to try for silverware against its peers.

Members' collections obviously run according to taste, purse, and space. While many own no historic car, the majority have at least one, and more often two or more. A popular selection is an early one-cylinder type for near events and a large four- or six-cylinder World War I tourer for tours and distant rallies, plus, possibly, a vintage or earlier sports car. And those whose bank balances match the fever have really large stables-a dozen or more restored cars are not unusual, and there are several collections of over 100 superb cars.

### Owner-restored

Those having the time, skill and facilities restore their cars themselves, frequently with sheer perfection in results. It is definitely "done" to do one's own work, but no stigma applies to cars restored professionally.

Restoration costs inherently depend on the car and its "as received" condition, and on the owner's energy. However, careless work is a thing of the past, and a typical rejuvenation entails either about a thousand hours' work on a sad specimen or several thousand dollars if done entirely commercially. It will thus be appreciated that nothing exasperates us half so much as the farmer who blandly expects the price of a new car for the mechanical remains from which his chickens have just been expelled.

In obtaining the hard-to-find supplies and parts for this restoration work, the members act as a large, informal mutual-aid society through the medium of the free classified advertising section in each club's journal. quarterlies are all large, well prepared, and eagerly read. The oldest, A.A.C.A.'s The Antique Automobile, is particularly lavish and professionally produced.

Incidentally, the Press is now responding to the hitherto unappreciated scope of antique car interest by turning out an ever-increasing crop of historical motor books and magazine articles.

Club events are much the same the world over. Our outdoor activities are of two kinds-"meets" and tours. A meet is a gathering of cars at some scenic and fairly secluded spot offering manoeuvring space, such as the grounds of a country club. Competition is held not only for such obvious points as car age and the authentic beauty of restoration, but also for such happy pastimes as alacrity in winding engines and ability to spear potatoes while "at speed."

The tours range from one-day countryside jaunts focused on an outstanding eating place to the annual week-long Glidden Tour revivals, which involve 1,000 miles or more of cross-country driving for entrants living off the route.

### Many Supporters

At all but the smallest local events, turn-out is impressive. Fifty cars and several hundred members and guests at a meet are rather sub-average, and 100 entrants are about normal for a "Glidden." Club activity has now reached the stage where, in any area containing a major concentration of enthusiasts, something is scheduled for nearly every weekend from about May to November, and just about all year round in sunny California.

Commercialism is an ever-present problem, but as by far the majority are strongly against it, a balance has been attained. This is that any commercialism must be wholly separated from the club and its activities. No car bearing advertising may attend a club event. On the other hand, but not without objection from some quarters, offers of tyre and oil companies to provide assistance and fuel on long tours are usually accepted because of the great convenience.

Antique car interest still grows apace over here, but at this moment, its leading place in the field of cars as a hobby is being taken by the sports car movement. The general impression is that the latter will eventually number its adherents in the tens of thousands, far more than are likely ever to prefer the sedate past to the crackling present. But this bothers the antique car enthusiasts not one whit—their clubs are strong, their honorary officers work devotedly, and thousands of rusty gems still sleep undiscovered in old garages and decrepit barns.



Loch Duich, Ross, seen from the Dornie to Glenshiel road.

## CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE. STAMFORD STREET, LONDON, S.E.I.

### SIX NOUGHTS

A Million Miles with One Engine

[63776.]-1 am the owner of a 1933 9 h.p. Riley Monaco saloon which has done a few thousand over the million miles. The engine and gear box are the original ones which came with the engine and gear box are the original ones which came with the car; the crown and bevel were renewed two years ago. The car is still in good working order despite the fact that it has had very hard usage—for example, it recently towed for several miles a Karrier Bantam lorry loaded with three tons of fish; towed a Climax air compressor by means of rope and pulley on to a low-loader trailer, and towed a 5-ton Fordson lorry a matter

towed a Constitution of the constitution of some seven miles, both up and down hill.

Our Scottish roads are seldom level and it is my opinion that no modern car of a similar hp. could stand up to the strain of this work, even when new, far less at the end of a million miles.

A. D. WILSON.

[This is the remarkable average of about 150 miles a day.—ED.]

### "SELECTED REPRESENTATION"

A Few Pertinent Questions

[63777.]—The correspondence on garages and filling stations going 100 per cent one-company for petrol seems to have died a sudden death. In view of the latest increase in the price of petrol I would like to revive this subject by giving garage owners who have gone one-company something to think over.

Garage owners are in business to make a living by serving the public with the brand of petrol they (the public) require, not of dictate the kind of petrol they shall have, and on the return of branded petrols this will have to be given serious consideration.

Do garage owners think that they are having their buildings painted, their forecourts paved, and so on, because the petrol companies are benevolent institutions? Is there not a deeper motive?

The tendency is for the two or three large petrol companies to take over the control of the smaller companies, and by going 100 per cent for one of the large companies garage proprietors are helping them. The garage owner can get almost his own terms when he goes 100 per cent. Who will dictate the terms when there are only two companies to choose from?

Who benefits by all this? Certainly not the public; at present the garage owners, but, in the long run, the largest petrol companies.

A question to the big distributing companies. What is the overall cost per gallon of petrol, over the last six months, of all the painting, new advertising material, new forecourts, and so on?

[A leading article on this subject appears on page 1453.-Ep.]

### ODD ODOURS

Chemical Action Near the Filler Cap

[63778.]—With reference to letters [63746] and [63691], these odours are usually caused by the effect of petrol on the rubber substitute connections between the filler cap and the petrol tank. substitute connections between the mier cap and the left of the substitute connection with a rubber one and the offensive colours will not occur.

C. H. SCANT. Reigate, Surrey

### ROUTES NATIONALES

Reply from Paris-and a Challenge

[63779.]—Though my national pride is unhurt, I cannot refrain from answering Mr. J. B. Laing's letter [63726], as it evidently contains a few hasty judgments. May I point out a few facts?

May I point out a few heats? It is not the French who sing the praises of French roads, but the English. Owing to the number of English motorists we have had the pleasure to see this summer on our roads, is it presumptuous to say that they should know better? Mr. Laing's remark about R.N.I reminds me of the Englishman who wrote in his notebook that all women in France were

red-haired, because he had seen one immediately upon landing

continued

### CORRESPONDENCE

at Calais. R.N.I has been the theatre of a lot of action involving tanks, aircraft, guns, and so on, and I wonder what the roads of Surrey would look like after such an experiment? It is to be feared that they would have disappeared.

If French roads are enough to disintegrate an almost new

It French roads are enough to disintegrate an aimost new English car, it is my duty to warn immediately all your overseas buyers, as they should immediately cancel their orders. Mr. Laing would certainly deny that roads in Canada, South Africa and Australia are in a better state. It is admitted that traffic is much faster in Paris than in London, and the official statistics show that casualties are about

the same. "Road manners result is brought by them. "Road manners" mean nothing as long as no positive

I hope to be the proud owner of a Simca 9 (1,200 c.c.) before next summer. I am willing to demonstrate to Mr. Laing that you can cruise safely on any main road in this country at a speed exceeding comfortably the 65 m.p.h. mark, and I hereby solemnly promise not to tighten my oil sump after this awesome experiment is completed.

experiment is completed.

May I add that it is almost as grand a pleasure to write to such a fine friend as The Autocar as it is to read it?

Paris.

GILBERT COLLET.

[Thank you, M. Collet, and good motoring with the Simca .--

### **AUSTIN SEVEN**

Is it Simple Enough ?

[63780.]-For some time there has been keen expectation of the new Austin Seven, and the car has, in my opinion, turned out to be an anti-climax. Who of the many poverty-stricken motorists wants independent front suspension, overhead valves

motorists wants independent front suspension, overhead valves or a body using so much expensive sheeting when a much simpler and cheaper machine would be quite adequate?

The present export market may not last very long and I doubt if many of the "small" motorists would wish to spend even £500 on a car in these hard times. Perhaps readers would give their opinions on a practical formula for a car to sell at about £300. Cupar, Fife.

Donald C. Robertson,

### NEW CAR ORDERS

No Deposit is Necessary

[63781.]—In your Readers' Service (October 12 issue), in replying to the query about returning deposits you say that the deposit is not returnable nor recoverable by legal action.

I am more than a little astonished to note that you do not mention the fact that some months ago the S.M.M.T. or an allied organization issued a statement frowning upon the practice of motors upents who demand a deposit when an order is placed. amed organization issued a statement rowning upon the placede of motor agents who demand a deposit when an order is placed, and it was quite definitely stated that it did not concur with such business procedures, especially when the chance of delivery was so remote.

I do feel that your journal should protect your readers' interests in pointing this out.

S. ALDER. Brighton.

[The deposit is undesirable and is not necessary to establish an order. However, in the immediately post-war period it was a deterrent against one would-be buyer placing several orders. -Ep.1

### MORE BAGS

Extending the Luggage Capacity of a To Midget

[63782.]—Having spent a holiday abroad in June, 1950, in my M.G. TD model, I experienced the shortage of luggage space for two, and as my holiday was to be late this year it was necessary to have more clothes. I therefore set about finding more accommodation.

The usual luggage grid which can be attached to M.G. necessi-The usual luggage grid which can be attached to M.G. necessitates obstructing the rear window, and also piling suitcases high in the air. I found, by loosening a few nuts and bolts, that the spare wheel mounting and number plate would swing back and leave space where a suitable luggage container could be placed. This I had made locally. It requires some 15 to 20 minutes to attach or remove from the car, but I felt it was well worth while considering the advantage of having adequate luggage space.

The container was made of sheet steel and fitted with Sorbo rubber seal around the lid. It was suitably painted inside and out, and had two handles at each end, to make lifting easy. It proved dust- and water-proof. I packed clothes in it and found



An ingenious luggage container for the M.G. TD —see letter [63782].

that trousers could lie full length. Another advantage was that I could get clothes from the bottom without unduly disturbing those on top. The car riding with the extra weight on was superb, as was its performance.

If anyone is interested I would be pleased to give further details.

DR. A. MEREDITH MILLAR.

Colwyn Bay, Denbighshire.

[Letters will be forwarded.-ED.]

### CRYSTAL PALACE

Opportune Moment for Re-opening

[63783.]-Mr. H. R. Heap [63739] is by no means the only enthusiast who longs for racing to return to the Crystal Palace. Every time I see this disused circuit I am surprised that it has not been re-opened, especially at a time when all followers of the sport bemoan the fact that there is neither a high-speed track like Monthéry or Monza, nor a real road circuit in England.

ngland.
Although this circuit is probably too small for formula 1, it is finitely "the thing" for formulas 2 and 3, and for sports cars.

London, S.E.26.

M. B. HAWKE. definitely

### CONCERTINA LEGS

The Unhappy Long-shanked Motorist

[63784.]-I am emboldened by the intense discomfort which I suffer in modern cars to air my views on the subject of seating accommodation. I am tall (6ft 4in) and heavily built, but some

accommodation. I am tall (6ft 4in) and heavily built, but some part at least of these remarks applies to all sizes.

The question of leg room for the driver appears to have had little attention from some present-day designers. A slightly cramped position is not a matter of such great moment to passengers, since they can alter their position to alleviate their distress, but this boon is denied the driver, since alterations sufficient for that purpose would affect the efficiency of his driving. Therefore it ought to be possible for the seat to be moved back far enough to avoid the "knees full bend" position which I and presumably other tall drivers, find forced upon them. which I, and presumably other tall drivers, find forced upon them by modern cars.

I find that in order to adopt a comfortable leg position (about 35deg knee bend from full stretch) it is necessary to have about 42in between the lower part of the back-rest and the pedals, if measured over the seat cushion with the seat This measurement holds good for various cars that unoccupied. I have tried

As a corollary to this, and this will apply to all, the best driving As a corollary to this, and this will apply to all, the best driving position is one where the seat cushion, when depressed, is not more than 4, or at most 5in, from the floor of the car, so that instead of being perched up in "sit up and beg" fashion, with the legs dangling down on to the pedals, the legs are stretched along to the pedals, with the hipbone not more than 2in above the tops of the pedals in the horizontal plane.

I find, after more than a little long-distance driving, that a combination of these two is both comfortable and therefore less



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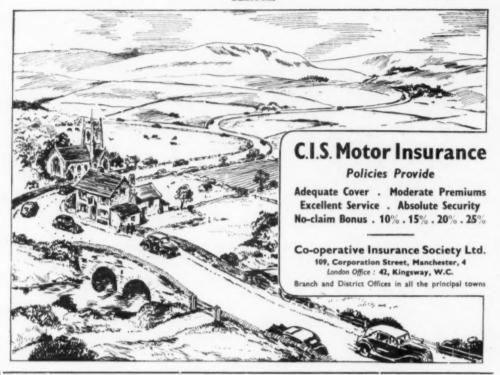
were obtained, and the complete absence of sludge when dismantling was most noticeable. Undoubtedly your oil does all that is claimed for it, and we can unreservedly commend its use to the hard-pressed private motorist.

Yours faithfully p.p. Drive Yourself Hire Co. (London) Ltd.

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### CORRESPONDENCE

continued

tiring, and also conducive to a good control of the car, particularly

when combined with a fairly upright back-rest.

On only three cars of many that I have driven or sat in have I found these characteristics—1939 (and similar models) Rover, TD M.G., and Jaguar (though not the XK 120), and of these the TD is too small unless one travels without luggage.

London, S.W.1.

### LOST PROPERTY

Who Owns a St. George Badge ?

[63785.]-While I was in London I found a car badge just off

Park Lane on the morning of October 27.

I wonder if you could help, as I am sure the owner would like to have it back.

The badge is round and on the front it has the words "The Royal Society of St. George." In the middle it has St. George and the Dragon as a diagram. On the back are the words "Spencer, London, 199."

If you could find out to whom it belongs I would be very

pleased to return it to the owner. D. HARTLEY. Leeds

### BUTTERFLY WEAR

Not Always the Correct Diagnosis

[63786.]-With reference to [63754] I had the same difficulty [03/80,]—With reference to [03/29] I had the same dimensity in getting the engine of my [935 Austin Ten to tick over in traffic. I wrote to Zenith's, who replied with a long and informative letter giving instructions for a possible cure. I also inspected a reconditioned carburettor and decided that the wear in the butterfly bearings on mine was not sufficient to cause the trouble. I checked the points, timing, valve clearances and slow running, but without success, and then invested 4s in a new condenser.

This cured the trouble completely and the engine now ticks

This cured the trouble completely and the engine in the over as slowly and quietly as of old, and the performance is better than ever.

N. J. WHITE.

Oxford

One or Two Repair Difficulties . . .

[63787.]—In reply to Mr. E. J. P. Hunt [63754], asking if worn carburettor butterfly spindle bearings can be successfully re-bushed, the answer is yes, if you know how to avoid the snags. Provided that Mr. Hunt is a skilled fitter, the job can be done with hand tools, otherwise he could be well advised to leave not-so-well alone.

The conditions which must be fulfilled are that the new bores through the bushes must be dead in line with one another; they through the ounes must be dead in line with one abouter; they must be the correct size, and they must position the butterfly centrally in the carburettor bore. It is in achieving these that Mr. Hunt will discover the snags. The old bores in the carburettor body, being worn oval, will draw the drill over, and the new bushes when fitted will not be in line with one another, nor with the centre line of the bore. To find where to start drilling for the spindle requires a surface gauge or very accurate measuring with a rule.

Having found where to start one must then drill truly through both bushes from one side only; this is where one discovers that drills don't cut to size and also that they can bend appreciably and wander from the straight and narrow; and then comes the discovery that a reamer won't true up the wanderings of the

However, having surmounted all difficulties we replace the reconditioned carburettor on the car and progress from snags to surprises. The first time we put our foot hard down the to surprise. The first make we put out too hard devia the throttle sticks wide open; this is promptly countered by switching off the ignition. The surprise comes on switching on again, when the silencer disintegrates with a deafening report.

Airdrie, Lanarkshire.

GEO. A. TURNER.

### TEETHING TROUBLES

To be Expected in Developing a Racing Engine

[63788.]—Why, oh why, must ill-informed people rush into print about the B.R.M.? The writer has no connection with the B.R.M., but he wants to see fair play.

The B.R.M. is a private effort, and is therefore very short of capital. Most of the testing has had to be done in public, by public demand, and with newspaper publicity on every trouble discovered. Do these people think that our aero and other engines of world renown have reached their present pitch

of perfection without all the troubles from which the B.R.M.

suffering, and more?

The difference is, of course, that where there is plenty of backing, all the teething troubles can be eliminated behind closed and locked doors, and the public are kept in ignorance until success is attained.

The Germans before the war and the Italians during or after the War were subsidized by their governments, as sales propaganda—the B.R.M. people realized that something revolutionary was required to beat them and you can't expect an engine like the B.R.M.'s not to need a great deal of experiwork. mental

Incidentally, it was the gear box that failed at Monza, not the engine, and the failure was because we have no track in England suitable to test n car capable of the speeds the B.R.M. can attain

I would suggest that your correspondents Messrs, J. S. Milli-gan, Leslie L. Slallard, Henry Hayes and William Trounson should find out more before condemning a wonderful British effort. E. I. FURLONG.

Eltham, London, S.E.9.

### WHICH WAY?

Plea for the Car Compass

[63789.]-Our accessory makers do a great deal to help our motoring, but no one seems to offer a car compass nowadays. I have one such instrument, in use since 1937, and it has been of real value in touring strange ground. But it works no more, and is beyond repair. I would like to fit a new one to my facia, but despite extensive enquiries cannot obtain such an accessory.

Other articles of less value are marketed, so there should be a adv sale for a car compass.

REECE WINSTONE. ready sale for a car compass.

### **ELECTRIC STARTING**

Strong Words About the Whole System

[63790.]—The whole contraption of electric starting, after at least thirty years' of development, is nothing more or less than a lash-up, and a constant source of trouble and expense to many thousands of small vehicle users such as car and van owners,

who have to fall back on the starting handle.

What is the remedy for this disease, for this combination of motor and electrical engineering cannot be called by an other polite name? The answer is the non-electric mechanical starter operated from the driving seat which Trojan fitted from the very first, and which has been the means of starting the 500

one very first, and which has been the means of starting the Suc.

c.e. engines of motor cycles since the introduction of the gear
box before the 1914-1918 war.

The B.R.M. may win G.P.s and gain prestige for British
motor engineering, but if electric starting is going to be the
pestilential nuisance it has been to me, then the sooner we
go back to Mr. Trojan's idea of starting from the seat the
better for Britain.

TECHNICAL SERGEANT MAJOR.

Attleborough, Norfolk

[Our correspondent appears excessively critical of components that, in the main, give admirable service.—Ep.]



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oads of France: A Guide to A. G. Douglos Clease, B.Sc., A.M.I Mech.E. (By nest So 2d)

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### AUTOCAR" READERS' SERVICE "THE

Week by week The Autocar enswers by post many questions from readers on a wide variety of motoring subjects—technical. legal, touring, mintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers withing to use this service should address their queries to The Editor, The Autocar, Dorset House, Stamford Street, London, S.E.I. Only a selection of queries and answers can be published, in view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.

Reducing Number of Cylinders

I was considerably intrigued recently to read that Lt.-Col. Goldie Gardner used the same six-cylinder engine to break quite a number of different class records right down to 350 c.c., apparently just by putting the appropriate number of cylin-ders out of action. Would it be possible to convert an ordinary six-cylinder engine Ilford, Essex.

IT is true that the M.G. engine employed by Lt.-Col. Goldie Gardner in his record-breaking car has been used with various numbers of cylinders in action. However, this has sometimes been done by the use of different crankshafts, as it is impracticable in most cases to cut out a few cylinders from an existing engine.

Apart from this consideration, the car as used for record breaking is required to run only at a high speed, and in some of its forms the engine is incapable of smooth running at low speeds of revolution; this,

running at row species or revolution; this, naturally, renders the process impossible with a normal touring car.

Broadly speaking, it is a fairly simple matter to convert an eight-cylinder car to a four, and also possible—though less infection to convert as its collection.

satisfactory—to convert a six-cylinder car to a three-cylinder; the modification you suggest, of a six-cylinder to a four-cylinder, is not practicable, unless a new crankshaft is manufactured, as it is impossible to obtain equal firing intervals between the cylinders with the use of the existing six-cylinder crankshaft.

### Endorsements

Recently I was involved in an accident and the following day produced my insurance certificate and driving licence to the local police. The sergeant went right through my licence book, and recorded details of an endorsement made in 1944.

I would like information on this, please.

I believe that a police officer has no right to do other than record the relevant particulars on the licence. Millom, Cumberland.

THE provisions relating to the en-dorsement of licences are contained in section eight of the Road Traffic Act, in section eight of the Road Traffic Act, 1930. An endorsement is nothing more than the record of a particular class of conviction under the Road Traffic Acts. Such a conviction is recorded with the authority issuing the licence and is therefore always available to the police, should it be required. Section eight also lays down that where there years have elapsed since conjection; it is possible for the consince conviction, it is possible for the convicted motorist to acquire a new licence book in which the endorsement will no

longer be entered. Consequently, except in very special circumstances, such a con-viction will not be used by the prosecution in subsequent proceedings.

The fact that in this case the police officer recorded the conviction in his report is irrelevant as it is most unlikely at there was any intention to use such information in the pending proceedings. However, the police officer is quite within his rights to require the motorist to produce to him the driving licence and he may record what information he thinks

### Suppressing a Magneto

I wonder if you could advise me on the best method of suppressing my igniinstalled a radio and fitted suppressors to the plugs, but I don't know what to do about the magneto. The noise at present London, W.1.

USUALLY the fitting of suppressors to the plugs is sufficient to avoid interference even with magneto ignition, but sometimes sometimes something more is required. You should fit suppressors also in the high-tension leads close up to the magneto itself, retaining the suppressors at the plugs so that the h.t. cables have suppressors at both ends.

### Speeds on Gears

I cannot understand what is meant by "Speeds on Gears—Normal and Maximum" in your Road Tests. The maximum is quite clear but the normal figure is the one that puzzles me. Take the Ford Consul in the April 13 issue: normal speed in first gear is 20 m.p.h. Surely this does not mean a driver would or should accelerate up to 20 m.p.h. in low? I notice in all cases, especially on first. I notice in all cases, especially on first gear, that the speed quoted for "normal" is always very much in excess of what is used in practice.

H. B. M. used in practice. Wellington, New Zealand.

THE "normal" figure depends upon the practised ear and feel of the tester.

This figure is read off at the point that the experienced driver considers still to represent a happy condition of the engine and transmission on each indirect gear-a figure that could well be used by the normal owner without introducing undue stress. It is not, of course, suggested that the "normal" figure thus recorded should be habitually used in everyday service. It is a figure that, as you have noticed, is

rather above everyday usage, but, then, you will probably agree that the average owner of the average car underdoes rather than overdoes his use of the gears in given conditions, even where the small cars are concerned

### Girling Brakes

It appears that the previous owner of my car has taken up wear in the Girling brakes on the various rods. I should like your advice about how this type of brake should be adjusted as the instruction book is very definite that the length of the rods should be altered only by a service station.

7. Q.

Leek, Staffordshire.

GIRLING brakes should be taken up only at the "click" adjusters on the brake back plates. If joints in the linkage become worn so that there is considerable lost motion in the linkage it is possible, though not recommended, to adjust the rods, provided that correct geometry of the compensator and cranks is main-

### Racing Colours

I would like to know the racing colours of the following countries: Germany, Italy, England, France, America and Eire.

In Grand Prix racing is it the nationality of the car or the nationality of the driver that determines under what colours a car

Carlow, Ireland.

NATIONAL motor racing colours are as follows: England, green; Italy, as follows: England, green; Italy, red; Germany, white; France, blue; Eire, green with horizontal orange band; green with horizontal orange balls. U.S.A., body and bonnet white, underframe blue.

In racing, the colour of the car is decided by the nationality of the entrant. For example, if an Italian car is bought by an Englishman, who enters it in a race to be driven by a Frenchman, the car be green because the entrant is English.

### After Overhaul

I have a 1935 Austin Ten which has now had a complete engine overhaul. Since this the petrol consumption has been high, 30-32 m.p.g. as against 32-38 m.p.g. formerly. I have just had the cylinder head off and I find that the exhaust valves are so badly burnt that they must be replaced.

Can you suggest the cause of this increase in petrol consumption and excessive burning of valves?

E. H. L.

Ware, Hertfordshire.

IT is not uncommon for an engine which has been rebored and otherwise overhauled to show a higher fuel consumption than previously owing to the extra friction generated by the closer running clearances. This should adjust itself as the engine is

The trouble with the exhaust valves is not easily explained but it suggests either that the running clearances have been incorrect or just possibly that in the course of the overhaul foreign matter may have lodged in the water passages, producing local overheating.



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## CHELTENHAM TRIAL

### TWO RIVAL METHODS OF CROSS-COUNTRY TRANSPORT MEET

HE village of Andoversford presented a strange spectacle on Saturday morning last as the start of the Cheltenham Trial coincided with the opening meet of the Cotswold Hunt. The curious spidery freaks which comprise the bulk of the current trials cars, and their strangely garbed drivers, contrasted sharply with the carefully groomed horses and the riders in immaculate hunting pink, emphasizing the deep difference which exists between these two popular British

consists between these two popular binish cross-country sports.

Members of the hunt were uneasily convinced that they had got caught up in the start of a motor race and it is doubtful if they were reassured by the spectacle of two individuals in flying suits, seated in what looked like a mechanized hip bath, carefully raising slightly battered

bowler hats to all and sundry Eventually the trials cars moved off in one direction and the hunt in another but they soon met again near Kilkenny, where the hunt had gone to draw the first cover and the trials cars assembled to perform strange rites comprising a driving test in the depths of a partly flooded quarry.

### After the Rain

The normal British downpour had held off for a few hours but flooding had already caused Syde Hill to be eliminated from the route and those that remained were in a very sticky condition, so that the trial included plenty of incident. There were seven observed climbs and one driving test in a compact route of 46 miles. The first hazard, a typical Cheltenham speciality, was a short climb on Mill Lane which had to be taken in reverse. This defeated several experienced competitors, including Faulkner and Bold, who would otherwise have finished first and second in the trial on the basis of their subsequent performances. However, among those successful was Pentony, who maintained a slicesstill was remore, who although clean sheet throughout, and although slower on the driving test than the other two thus became the winner of the trial. Eventually only 21 out of the 43 starters

Eventually only 21 out of the 43 starters surmounted this first obstacle.

Mud Hole, aptly named, on a farm near by, was climbed by only 19 competitors. It was divided into ten sections and two competitors, Dr. Mayne with the Fanifold Special, and C. C. Evans with the Dacy, didn't even manage to get through the first of them. The driving test at Kilkenny Quarry consisted of a straight run forward and then an uphill reverserun round a steep corner with a grass surrun round a steep corner with a grass sur-face. Best time was made by Faulkner (Paul Special) in 10.6 seconds. C. L. Bold (Bold) and L. J. Oliver (Oliver) recorded 10.8 seconds, while E. G. P. Reynolds (Dellow) and R. B. Lowe (Dellow) man-aged 11.2. Pentony, the ultimate winner,

11.4 seconds. The section on Longridge had been chosen with regard to the previous weather and 26 competitors succeeded in climbing it, but Juniper was, as usual, a major obstacle and only 12 cars ascended all of its ten sections. One car punctured its fuel tank on Longridge and left a trail of fuel behind. Someone, overcome with idle curiosity, threw down a match to see if it was the fuel tank or the radiator that was at fault, with the result that the atmosphere rapidly became warmer but

not sufficiently to dry out the hill com-pletely. On Cold Slad the sea of mud at the start caused a succession of failures the start caused a succession of failures until Cuff, with the Cuff Special, stormed through it, followed by Appleton with his Jowett-engined Special, after which a succession of clean climbs ensued. The expression "clean climb" was not, however, favoured by Alan Gascoine, the starting marshal who suffered a succession of mud baths as the cars got away.

### Continuing Tough

The next climb, Shale Slope, was a long and arduous run up a grassy hillside with steep sections of about 1 in 3 near the summit. It was made more difficult by putting the start at the bottom of a gravel pit so that initial speed was hard to come pit so that initial apeed was hard to come by. Everyone managed to get out of the pit, but Turney (Riley), Bland (Blandford) and Rea (Citford) all came to rest in the first of the ten sections. However, 16 people made successful climbs of the whole hill, including A. W. Francis with the Mercury-engined H.R.G., and Read-ings with the Regent Special. This car in predified form was finished only half an modified form was finished only half an hour before the start and now has swing axle rear suspension; the engine is a Vaux hall Six. Another outstanding climb was made by Phillips with the Austin Special which still has a Jowett Javelin engine slung amidships and a radiator arranged to give a direct feed of warm air to the occupants.

The final hill was Middle Jinny, the site of an old rope railway to the quarries on Leckhampton Hill. Despite the heavy covering of leaves 22 people climbed it. A controversy seems to be brewing regarding the addition of cuts to standard tyre treads. The practice of cutting through the centre rib on the popular triple stud retreads to create a continuous transverse cut seems to have created acrimonious discussion when it was noticed at a trial a fortnight ago, but two people used tyres so treated on Saturday and were displaying a copy of a letter from the R.A.C. competitions department, which appeared to give sanction to such a procedure.

### PROVISIONAL RESULTS

n: Pentony 1.442 c.c. (G. Pen-Best up to 1.500 s.c. supercharged; W.H.W. 1,196 s. (W. H. Waring).

Bost over 1,590 s.s. unsupercharged: Regent 1,761

Sest C.M.C. Member: Austin 747 (M. Harris). First-olses, Neuromor: Austin 747 (M. Harris).
First-olses, Awards: Austin 1,486 (R. W. Phillips)
Paul Special 1,172 (R. W. Faulkner). Bold 1,20
(C. L. Bold). Clear 1,172 s. d. J. Lilley). Jezbe
Special 1,442 s (H. Sinclair-Sweeney). Dellow 1,17
(K. J. P. Reymolds). Austin 1,081 s. d. M. R. Mallock). Dellow 1,172 a (R. B. Lowe). Sleeman Specia
1,172 a (R. W. Merrick).

Team Award: W.H.W. (W. H. Waring), Paul Special (R. W. Paulkner), Sleeman Special (R. W.

### Infra-red for Jaguars

PROCESS for the rapid drying of A records for the rapid drying of wood finish by infra-red heating, developed by the General Electric Company, has been put into service at the Jaguar factory. Now, the finish if the walnut veneer facias is dried in nine minutes instead of 12 hours, with consequent savings in labour, and space for dry-ing components. Treated in this way the finish is also proof against blistering in tropical climates.

### INTERNATIONAL CALENDAR

JULY TO DECEMBER, 1952 (JANUARY TO JUNE FIXTURES WERE GIVEN ON PAGE 1326, THE AUTOCAR, OCTOBER 19)

July
3-6 France, Der Rally; 4-6 Germany, BadenBaden rully; 5 Great Britain, Rest-and-be-Thankful hill-climb; 6 France, French Grand Prix.
Rousen (Fl. 2); 6 France, Cidonio Cong 750 etc.
France, Cidonio Cong 750 etc.
France, Alpine Trial; 12 Great Britain, JerseyRoad Race (Fl.); 12 Great Britain, LeinsterTrophy; 13 Italy, Dolomite Cup (S); 13 Italy,
Sables d'Olonne Grand Prix (F2); 13 Belgium,
Grand Prix entre Sambre st Meuse, Mettet
(F2); 19 Great Britain, British Grand Prix (F1);
28 France, Mont Ventoux hill-climb; 28 Italy
Naples Grand Prix; 42 Great Britain, Boully; BaySweden, Stockholm race meeting; 27 Italy, SussMont Cenis hill-climb; 27 Italy, Mont Nero hillclimb.

August
2 Great Britain, Boreham race meeting (R. S); 3
Germany, German Grand Prix (F1, 2, 3, 5); 3
Laly, Aosta-Gd. S. Bernard hill-climb; 3
Luly,
Tour uf Calabria (S, T); 3-6
Jugoslavia, Adriatic
rally; 4
Great Britain, Gamston race meeting; 10
France, Comminges Grand Prix (F2); 10
France, Comminges Grand Prix (F2); 10
France, Comminges Grand Prix (F2); 10
France, Cold e Buyard hill-climb; 10
Germany, Freiburg
hill-climb; 10
Italy, Senigallia race (S); 13-17
Belgium, Liége-Rome-Liége rally; 15
Italy, Percara race; 13
Sweden, Stockholm race meeting
F1, 2, S); 14
Great Britain, B.A.R.C. Goodwood
race meeting (S); 16-17
Luly, Pencara 12-hour race
France, La Baule Grand Prix (F2); 17
Germany,
Solitude hill-climb; 17
Finland, Hivinkaa race
meeting (F1, 3, S); 22-24
Newtzerland,
Malois
of Tiefenscatell, hill-climb; 24
Finland,
Svocalinna meeting (F1,
3, S); 24
Austria. Carinhan rally; 28-31
Luly, Stella Alprina; 30
Finland, Kuopio meeting (F1,
3, S); 24
Lustria. Carinhan rally; 28-31
Luly, Stella Alprina; 30
Finland, Kuopio meeting (F1,
3, S); 24
Lustria. Carinhan rally; 28-31
Luly, Stella Alprina; 30
Finland, Kuopio meeting (F1,
3, 2 Great Britain, Boreh

S); 30 Great Britam, Shelsley Walsh hill-climb; 31 Germany, Grenzlundring races (S, T).

September

1-15 (approximately) France, Tour de France

1-16 (approximately) France, Tour de France

1-16 (approximately) France, Tour de France

1-17 (approximately) France, Tour de France

1-18 (approximately) France, Acc

1-18 (approximately) France, Acc

1-18 (approximately) France, Acc

1-18 (approximately) France, Alsace hill
climb; Tally), 1,100 c. races; 12-14 Germany,

1-18 (approximately) France, Acc

1-18 (approximately) France, Acc

1-18 (approximately) France, Acc

1-18 (approximately) France, Alsace hill
1-18 (approximately) France, France, France, Alsace

1-18 (approximately) France, Fra

### October

5 France, Coupe du Salon (F2); 5 Italy, Tour d'Italy (R. S); 12 Italy, Garda race (R); 25-26 Belgium, Light car tour of Belgium; 26 Spain Spanish Grand Pris.

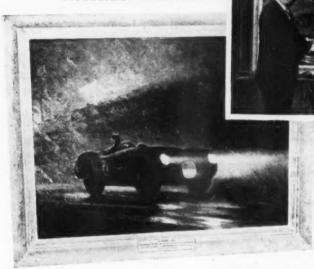
16 Brazil, See Paulo Grand Priz (R, F3); 30 Brazil, Boa Vista (R, F3).

### 14 Brazil, Rio de Janeiro Grand Pris (F1).

R denotes racing cars; F1, formula 1; F2, fo mula 2; F3, formula 3; S, sports cars: a: T, touring cars.

### SPORT THE

Conducted by S. C. H. DAVIS and J A. COOPER, A.M.I.Mech.E., M.S.A.E.



This painting by Roy Nockolds of the winning Jaguar in this year's Le Mans 24-hour race was presented to W. Lyons, managing director of Jaguar Cars, by A. Waterston, sales director of the Esso Petroleum company. at the Esso film show and cocktail party in London last week. (Inset) The presentation ceremony.

HE Daily Express Rally turned out rather stiffer this year, owing to the vagaries of the British climate, than had been expected, which was all to the But what was not so good was the trouble that arose over the regularity test, coupled with one or two other minor difficulties with the remaining tests; this won't do at all. The M.C.C. is an extremely old-established and well-respected organization, but it has no one to blame but itself for this particular spot of bother; to attempt to time cars over such short distances for such a long period of time, using synchronized watches at start and finish, seems to me to be tempting Provi-

The expense of laying a telephone line over each section or even a bell-push-and-buzzer line, enabling the timekeeper at the finish to time each car directly on one watch (or more, if necessary) could not have been prohibitive, even if the hire of a proper electric timing apparatus was out of the question; and the latter should have been possible. And the fact that the first set of provisional results of the the first set of provisional results of the rally was produced, pinned up on the board and given to the Press, without any responsible official querying the extra-ordinary percentage of failures in that test, is also remarkable in the extreme.

test, is also remarkable in the extreme.

This is now a national event, and must be carried out in a suitably thorough manner. I have a great regard for "Jackie" Masters, who has done so much for so long for the M.C.C., and he and his band of helpers did so much of this his band of helipers did so much of this rally so well that it is a thousand pittes that the ship was almost spoilt for a harporth of tar. The result was to place the stewards of the meeting in a difficult position, in which they conducted themselves very well and sanely, and to place the Daily Express in an even more diffi-cult position, not in the least of its own making. It must not happen again. The difficulties which I personally

noticed in one or two of the other tests arose purely and simply from marshals who had not got their job and its implications clear in their minds; this is a minor

### COMING SHORTLY

NOVEMBER 16.—N. London Enthusiasts C.C. Film show, Black Bull, 1446, High Road, Whetstone, London, N.20,

VEMBER 16.—N. London Enthusiasis C.C. Film show, Black Bull, 1446. High Road, Whetstone, London, N.20, 7.30 p.m.

Cornwall Vintage C.C. Night navigations and Mid-Kent M.C. Annual dinner and dance, Tudor House, Bearsted, Kent, 7 for 7.30 p.m.

Berkhamsted M.C. and C.C. Annual dinner, Kings Arms, Berkhamsted. Harrow C.C. Cottingham Memorial Trophy Trial, starting from the Lambert C.C. Cottingham Memorial Trophy Trial, starting from the Powder Magazine, Hyde Park Corner, London, W. 1, 839 a.m. 1, W. Centre. Cecil. M.G. Car Club Trial, starting from the central station car park, Macclesfield, Cheshire, 12.30 p.m.

Bentley Owners Club. Noggin and natter, Crown Hotel, Blandford, Dorset, 7 p.m. owners.

Citroen C.C. Kingston Hill Kengston-Thames, Surrey, during the vening. Shenstone and D.C.C. Informal dance, The Golden, M.C.C. Golden Jubilee dinner-dance.

Basingstoke Hampstilee, usering sevening.
-Keetish Border C.C. Annual Sporting Trial, starting from the Spring Tavern.
Wrotham Heath, Kent. 10 are Tavern.
Wrotham Heath, Kent. 10 are Tophy Trial, starting from Lee Street Car.
Park, Leicester, 11 a.m.

matter by comparison, and merely emphasizes the necessity for thorough briefing and equally thorough checking of these unpaid and overworked enthusiasts. Never mind-all in all it was still a jolly good

NOBODY could have had anything but the keenest sympathy for Bob Foster, the racing motor cyclist, who for 24 hours thought he had won the rally, only to find on his arrival back in Hastings to attend the prize-giving ceremony that the revision of results had dropped him out of the picture altogether. He promptly protested against the decision of the stewards, on the ground that altera-tion of a timekeeper's findings was out-side their jurisdiction, but the protest was disallowed. It is, of course, still open to him to appeal to the R.A.C. should he so \* \* \*

TOMORROW, Saturday, is the occasion of the Harrow C.C. annual Cottingham Memorial Trophy Trial, starting from the Lambert Arms at Aston Rowant, on the London-Oxford road, at 11 a.m. This is always a good trial, run

Il a.m. This is always a good trial, run over a course which possesses the additional merit of being concentrated in a fairly small area, so that spectators can quickly get from one hill to another.

On Sunday comes the "Brighton," when my superior officer will once more be seen urging Beelzebub the Bollée on the well-remembered route down to the South Coast. As stared last week, there South Coast. As stated last week, there is this year a terrific entry of 166 cars, most of which can confidently be expected most of which can connected be expected to complete the journey with no more than two rebuilds en route; joking anart however, some of these veterans have been brought up to a fine pitch of reliability. The first car leaves the Magazine in Hyde Park at 8.30 a.m., and should reach the finish on the Madeira Drive in

Brighton at approximately 11.20 a.m. Incidentally, road repairs in Redhill will entail a slight diversion from Gatton Point, the traditional route being rejoined just before Reigate. Programmes will be on sale from R.A.C. guides at the start and finish and at various points on the route. Once more I would like to urge all intending spectators to give the drivers of veterans every possible consideration on the road, and to get in their way as little as possible. Thank you!

ON Thursday evening of last week, the Esso Petroleum company held a film show, preceded (and followed!) by cocktails and other pleasant articles of nutrition, to announce their programme of car and motor cycling films of the year's sporting events. There are five vear's sporting events. There are five films in all; two of them were presented at the Show, the first covering various art the Show, the first covering various motor cycling events and the second being devoted entirely to the Le Mans race—and depicting it very well indeed. These films are available on loan to car clubs and other organizations for use at winter gatherings, free of charge, and if the remaining three are as good as the two which were shown last week then they are very good. All enquiries to the Publicity Department, Esso Petroleum Co., Ltd., 36, Queen Anne's Gate, London, S.W.1.

A very nice gesture on the part of the company was the presentation to "Bill"

Lyons, of Jaguars, of a painting cy my Nockolds (see opposite) depicting the winning Jaguar at Le Mans, in recognitainly was.

APPEAR to have done some slight disat Monza that Farina's Alfa Romeo came into the pits to have the plugs changed. Subsequent investigation has proved that this was not, in fact, the case; no plugs were changed in any of the Alfa team cars in the course of the race. It is, of course, a great compliment to this country that Alfa Romeo should use British plugs in all their Grand Prix racing cars.

IN the report of the Cemian M.C. Knowland Trophy Trial, which appeared in last week's issue of *The Autocar*, it was stated that the winner of the premier award, H. S. Sweeney, made the only clean climb of the day of Haste Hill. This was incorrect; the only clean climb of this notable acclivity was made by E. J. Chandler in his blown Chandler Special, who won the Autumn Cup for the best who won the Autumn Cup for the best performance by a member of one of the invited clubs. Those who saw this par-ticular climb are lyrical in their praise to rine of Chandler's handling of his car; that it should have passed unrecorded.

### CLUB NEWS

Leicestershire C.C.—The Challenge Trophy Trial on November 25 will be a closed Trophy Trial on November 25 will be a closed invitation event, with the N.W. London, Hagley and District, Sunbac, Shenstone and N. Midland clubs competing. Starting from Lee Street Car Park, Leicester, at 11 a.m., competitions will cover a 40-mile course at a scheduled average speed of 20 m.p.h. Entries (closing on November 21) should be sent to K. M. Towle, 136, Wharf Street, Leicester. Leicester.

Sporting Owner D.C.—Best performance in the Sporting Twenty-Four Hour Rally run on October 27-28, with its finishing point at Brands Hatch circuit, was put up by R. J. Thurgood, driving a 1½-litre H.R.G., the only Thurgood, driving a 11-litre H.R.G., the only competitor to lose no marks. Runner-up was G. P. la T. Shea-Simonds, driving a 12 Allard, with 9 marks lost; and third, R. H. Lambert, in an M.G. TC, 29 marks lost. Best performance by a member of an invited club was made by D. Scobey, of the West Cornwall M.C., who lost 22 marks in bit 12 Allers. his I2 Allard.

his J2 Allard.

N.W. London M.C.—Monthly noggin and natters, on the third Thursday in each month, will be held at the club's new head-quarters, the Mason's Arms, Maddox Street, Hanover Square, London, W.I., starting at 7.30 p.m. It is hoped to intersperse these meetings with film shows, quiz contests, social evenings, and so on. The annual dinner will be held at Frascati's Restaurant, Oxford Street, London, W.I., on December 12. Tickets may be obtained from Miss P. Price, IS, Old Church Lane, London, N.W.9.

Citroen C.C.—Twenty-one competitors started on the 240-mile night reliability trial on October 27-28. From the Ace Service Station, on the North Circular Road, at Stonebridge Park, Middlesex, the entry was despatched via check points to Guild-ford. The first secret check point was at the Guildhall, Kingston, through which only one competitor passed on time. Then, after the Guidnall, Ringston, through which only one competitor passed on time. Then, after Guildford, followed open check points at Havant, Hamble (where "mine host" of the Coronation Arms served hot coffee and sandwiches between 2 and 3 a.m.), Bognor and Fareham, to the finish at Frensham, near Farnham, Surrey. There were no first-class awards, but second-class awards went

to B. P. Halling, G. I. Gale, E. C. Looker, D. A. Toler and L. W. Bailey. Best performance was put up by L. W. Bailey (all competitors drove Citroen cars).

The monthly club "get-together" will be at the Albert Hotel, Kingston Hill, Kingston-upon-Thames, Surrey, on November 20, from 7.30 p.m. onwards. All Citroen enthusiasts are invited to attend.

thusiasts are invited to attend.

Morgan 44 Club.—The first night rally will be run on Saturday and Sunday. December 1-2, with three starting points, at Gloucester, Hertford and Manchester, and a route of 300 miles. The event will finish at Leicester, and after breakfast on the Sunday a concours d'élégance will be held for the cars that have completed the road section. Entries should be sent to D. Whetton, Rykneld Way, Littleover, Derby.

Bristol M.C. and L.C.C.—J. B. King, driving a 1½-litre M.G. saloon, won the Allen Trophy in the trial of that name on October 27. First-class awards went to Triumph (F. P. Minter), Triumph (C. L. Read), and Jaguar (D. V. Eardley).

Worcestershire M.C.-The Autumn Rally November 4 was run in appalling weather, the tricky road section, winding through the The tricky road section, winding through the Malvern district across the Severn and thence into the Cotswolds—where competitors were faced with a stop and restart test, hill-climb and descent in Cotswold mud—finished on Honeybourne Aerodrome, near Evenham, Worcestershire, where eight driving tests were essecuted in torrential rain. Provisional results were descented in torrential rain. Provisional results descent follows: 1. Australian (A. Goldsmith): 2. Morgan (P. W. Hughes). Gleest up to 1,580 a.s. 1. Australia (W. R. Landalle). Gwer 1,300 a.s. 1. Gleest up to 1,500 a.s. 1. Australia (W. R. Landalle). Gwer 1,300 a.s. 1. Gleest and C. Goldsmith): 2. Vaurhall (W. R. Landalle). Gwer 1,300 a.s. 1. Gleest and C. Goldsmith): 2. Australia (W. R. Landalle). Gwer 1,300 a.s. 1. Gleest and C. Goldsmith): 2. Australia (W. R. Landalle). Gwer 1,300 a.s. 1. Gwer 1,500 a.s. 1. Gwer 1,500

Lagonda Club.—This Sunday, November 18, members who are watching the Veteran car run to Brighton are invited to come along to the Red Lion Hotel, Handcross, Sussex, at 11.30 a.m. A special room is being provided for the club for lunch, which will be served at 1.30 p.m. Advance booking is necessary, to Sqn. Ldr. C. S. Resford-Welch, 124, Clarence Gate Gardens, London, N.W.1, to guarantee lunch.

Grimsby M.C.—A. Disney, driving an G., made best performance in the night



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1980 HUMBER 'Hawk' Mk, IV. Sal., 2,000 miles.

1950 MORRIS '6' Sal., 1,403 miles.

1950 OLDSMOBILE '6' F.H. Coupe,

1950 ROVER P.4. Sal., 5,033 miles. 1950 SUNBEAM 'Talbot '93 Convertible

1950 VAUXHALL 'Wyvern 'Sal. 300 m. 1949 (Nov.) WOLSELEY 6/80 Sal., 11,000

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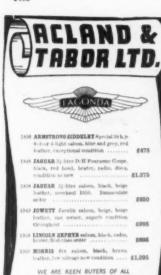
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### CLUB NEWS

trial, run on Saturday, November 3; runner-up was G. Petchell (Austin).

-Twenty-two competitor Plymouth M.C.—Twenty-two competitors left Marley Head, in the combined "200" and Mancunian Trophy Trial on November 4, in appalling weather, for Ermington Wood, where the removal of trees provided several steep timber drags that looked almost impassable, even before the rain churned them into a morass. Flete was stimbed. rain churned them into a morass. Frete was climbed by ten competitors, but Gallows defeated all, while Deep End—a level section —presented no great difficulty, but covered cars and drivers alike with its mud. Bond-man proved unclimbable, and the special test

### continued

was really exciting; a braking test on a steep greasy surface stressed that downhill motorgreasy surface stressed that downhill motor-ing under such conditions is not easy. E. A. Jauncey and R. Wilson tied here, with 11 seconds dead. Only three made clean ascents of Alsten Wash, used often for saloon car trials, and Snails Castle—surprisingly— was not as formidable as usual, the continual downpour having washed most of the mud off the bedrock.

### IN BRIEF

The Firestone Tyre and Rubber Co., Ltd. has opened a new district office at Hadleigh Road Industrial Estate, Ipswich, to give greater service to the eastern counties. The district manager in counties. The district manager in charge of this new office will be Mr. O. T. Tucker, who was until recently attached to the Firestone North London district office.

Mr. C. F. Mayer has been appointed to the newly created post of commercial overseas manager for Trico-Folberth, seas manager for Trico-Folberth In this capacity he will be responsible for decisions of major policy as far as the overseas activities of the company are concerned. Mr. Mayer has been ex-port manager of the company since 1946. Mr. R. M. Van Dyck, formerly assistant export manager, has been appointed ex-port manager, and will undertake all duties previously carried out by Mr. Mayer.

The board of the Anglo-Iranian Oil Co., Ltd., at a meeting held on October 25, declared an interim dividend for 1951 on the ordinary stock of five per cent, less income tax, payable on November 23. The annual general meeting of the company to consider the 1950 accounts will be held on December 20.

At a meeting of the board of directors of Rolls-Royce, Ltd., held on October 24, it was resolved to pay an interim dividend for the year ending December 31, to stockholders registered at the close of business on October 24, 1951, at the rate of 5 per cent, less income tax, to be pay-able on December 18.

Mr. J. Becke, M.B.E., has been appointed commercial director of the Regent Oil Co., Ltd. Mr. Becke was previously the business manager.

### INFORMATION SOUGHT

Correspondence, addressed c/o The Autocar, can be forwarded on behalf of readers seeking the following information and handbooks :-

No. 16967. 1934 Alvis Speed Twenty "F.R.C."—All possible information an

No. 16068. 1929 15.6 h.p. Willys Overland Whippet.
"F W."—General information and a handbook.
No. 16069. 1936 12 h.p. Wolseley Hornet.
"C.O.K."—General information and a hand-

No. 16070. 1937-38 2]-litre S.S. Jaguar. "D.H.B."—Experiences and details, also

No. 16071. 1929 12.8 h.p. Hillman.
"W.B."—All possible information and a hand-

No. 16072. 1934-35 18 h.p. S.S.L.
"L.H.L.W."—Maintenance tips, wiring diagram,
id a handbook.

No. 16073. 1935-36 M.G. Magnette. "R.M.D."—Handbook and all possible details

No. 16074. 1933 D8 Delage.
"I.G."—All possible information and a hand-"J.G."-All possible infe book for super-sports model.

No. 16075. 1936 Hudson Eight.
"L.H.D.H."—Performance figures, general instruction and a handbook.

No. 16076. 1926 Talbot-Darracq.
"LD.E."—Any information and a handbook for the Model DD.

"I.D.E. —any unter the Model DD.
No. 16077. Fitting a Supercharger.
No. 16077. —Experiences and all possible details of fitting a supercharger to an A.40 Austin Devon.
No. 16078. 1934 Riley Nine Keatrel.
No. 16078. 1934 Riley Nine Keatrel.

No. 16079. Talbot 105.

"C.M."—Maintenance hints, general information, case of obtaining spares, and a handbook.

No. 16080. Diesel Engine.
"P.W.S."—Experiences and all possible information, particularly as to the Perkins P4, fitted in a car chassis.

No. 16081. 1938 14-56 h.p. Wolseley. "D.S."—All possible information and a hand-

No. 16082. 1932 Morris Family Eight.
"W.A.R."—All possible information and a
handbook for the o.h.v. model.

No. 16083. 1937 8 h.p. Iowett.
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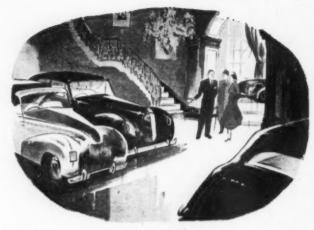
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A LLARD coupe, 1949, one owner, small mileage, immensionate condition. Tol. details from—Duches manual condition. Proceedings of the condition of the

high compression nears for the compression near the control of the compression of the com

BARTLETT, the Allard buyers 27a. Pembridge Villas, W.11. Bayswater 0525. [5415]

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1947-1950 Aivis 14hp care; from £1.050

950 Alvia 14hp saloon.

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1948 (Dec.) Alvis drop head coupe, black beige thecked am hide new hood, ratio and heater, theroughly thecked am hide new hood, ratio and heater, theroughly 18, Berkeley St. W.1 May, 6266.

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B. Berkery St. W.1. May, 6266.

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General St. Company of the St. Company of th

1935 Aivis Silver Eagle 4-light enjoon coach

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N. W. S. Ham, 2221 Mai. 1627.

A VIS 12 Firely salrow roof, recasted, 16635 A VIS 12 Firely salrow roof, recasted in taxed, 1250.—Barnes, Dunsdon Ave., Guildford, Tel. 60449.

1948 (Sept.). Aivis Tickford coupe heater, as new -Tickford, Lide, 8, Upper 1, ANCASHIRR and Cheshire sales service specialists.—Parkers (Manchester and B Bradshawgate, Bolton (Tel. 4090); and 176 Manchester (Tel. Deansquie \$697).

Bradshawaate, Boltom (Tel. 4080); and 176. Deanssate Manchester (Tel. Deanssate 4507).

10 gms.—Alvis 14, 1947. A-doos uports taloon, block horns, carefully used, excellent condition, inased terms; exchanges.—Nowland Smith, below, the stress of the stres

19.48 Nov. Alvis 12 Thekford top head coupe, or chauffeur keine, beine owner, immaculately chauffeur keine, beine owner, immaculately chauffeur keine, beine owner, owner, chauffeur keine, some owner, constitution of the chauffeur keine, and can be compared to the chauffeur keine owner, constitution of the chauffeur keine owner, constitution owner, cons

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POWLAND SMITH'S, the Alvis buyers—Hampstead High St. (Namputead Tube). Ham, 5041. (1914)

1949—50 Alvis; please give particulars and price.

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1939 Budison 22 foursome coupe, special model;
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JOE THOMPSON (MOTORS) Ltd. 97, Fulham Rd. Sportsmaster G-seater alloon, new allows as a convers, acreen wash, etc. 1946. Chevrolet Styleline 6-seater saloon, new allone, said covers, acreen wash, etc. 1947. Convertible's covers, acreen wash, etc. 1948. Chevrolet Stylelines G-seater saloon, new model, right-hand dive, leather interior, model, right-hand dive, leather interior, model, right-hand dive, leather interior, rectible's electric hood, overdrive, etc. 1949. Profita Streamliner 6. Seater saloon, A-door 6-seater saloon, allow with hydramatic drive. 1949. Profita Streamliner 6 de luxe saloon, also with hydramatic drive. 1949. Studebaker Champion 22h G-seater 4-door 1948. Studebaker Champion 22h G-seater 4-door 19

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1947 (July) Armstrong Hurricane drop head four-W. J. BROWN, Ltd., Ford main dealers,

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A DJACENT Finchley B

1948 Lancaster, black, upholastered brown leather, black and distinguishable from new, 14,000 miles, black and seconds, 42,15 Mushey Heath, Herts. Tel. (DV SALMON AUTOMOSILES, Ltd., offer:—19772

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1950 (September) Armstrong Siddeley 18hn Hurrinane coune. 12 000 miles, as new; £1,559.-1
CORDON CARS (LONDON), Ltd.—1950 Armstrong
T 18hn Hurrianne coune, hack
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CORDON House, 373, Euston Rd., London, N.W.1,
T Eutom 6511
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A RMSTRONG 1934 pre-selector 15 saloon, recondi-tioned: £175.—King, Rexview, Chesham Bois, Bucks. 1947 Armstrong Typhoon 16hp asloon, black with fawn upholistery, radio, very carefully main-

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Lh pas-lon, good condition, £250, or exchange large thinds 519, Sandy Cove. Rhy!

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mmaculate written guarantee — 8. Warren 8t. William and 10. 1934 Armatrong Siddeley swept back saloon de luxe to brown. Brown leather, one owner, 24.00 miest 25.30 brown. Brown leather, one owner, 24.00 miest 25.30 brown. Brown leather, one owner, 24.00 miest 25.30 brown. Brown leather owner one owner one owner owner

1948 (May) Armstrong Siddeley Typhoon salo black with brown hide, one owner, met bously maintained and in superb and spotiess conditi therewith the superbased of the superbas

£220 —1936 Armstrong Siddeley saloon, 17hg. condition, Siue, 69,000 miles, two owners, very good wood Avenue, Purley, Surrey, Upland 5120. (5119 A & S Limousine 1958/28hp, partition, widest black, exceptional condition,

A S olimousine 1988/285h; partition widest occusions the condition.

1939 17ap Limousine, widest occasionals, black.

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A 20 C class condition throughout, any trial; \$235, when here your Motors, Right Rd. Wembley. Arnold \$20.00 ftms.—Austin 7, 1937 model, Ruby de luxe salicen. \$20.00 ftms.—Austin 7, 1937 model, Ruby de luxe salicen. \$20.00 ftms. Austin Ruby salicent salice

Availl buying Austin 7a and have unlimited cash value look (10 lines) austin E (40 lines) (6354 Kenton 10 lines) (6355 Kenton 10 lines) (

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AYMOND WAY, the hire-purchase specialists are a still buying Austin 6s and have unlimited cash available. Canterbury Rd. Eliburn. N.W.6. Maids Vale 9044 (10 lines), 118798 Full.

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GOACHCRAFF observed as also de luxe, carefully used cample in excellent mechanical condition, beinter update and carefully preserved, tased, available &A. or R.A.C. imperior. 2595; terms and exchange and or R.A.C. imperior. 2595; terms and exchange. The Coach Charles and R.A.C. imperior. 2595; terms and exchange. The R.A. Evesham. Tel. 6539.

ROUNDABOUT offer:-

1946 Austin 10 saloon, in really first-class condi-tion throughout: 2675 graph of the Country o

Honor Austin 10 saloon, carefully used, definitely by defending the unmarked; £675.

J. HUNTER, Ltd. 22. Cricklewood Broadway.
M. 2. Tel. Oladstone 6303.

1947 Austin 10 saloon, black/brown leather, as new throughout; £725. 230. Euston Rd., N.W.1. Euston 4511.

M.I. CAR SALES (Pri. 6623) offer:-

C.M.I. CAR SALES (Pri. 6023) omer.

1937 Austrin 10 4-door saloon, black grey leather uphabletry, enceptional condition.—6569 (1947 Austrin 10 saloon, black and brown, choice of the condition of the condition of the condition of the condition of the condition.

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-Austrin 10 saloon, black and brown, choice of the condition of the cond

CTARNES MOTORS. 108. The Broadway.

Gaddione 2480.

Gaddione 2480.

19 41 Austin 10 saloon, excellent condition; £395.

Sustin 10 saloon, excellent condition; £395.

Horney South & Sustin 10 saloon, excellent condition.

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Horney Mountries 252 and 5728.

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1993. Austin 10 Cambridge saloon, black brown hide splendid condition: £565.—Orpington

1993 7 Austin 10 Cambridge sacoen, b.ack, brown hide sn-redid condition; 2565.—Orpinston AUSTIN 10 Cambridge, 210 tax, respayed, retrimmed, and USTIN 10 Cambridge, 210 tax, respayed, retrimmed, and USTIN 10 Cambridge, 210 tax, respayed, retrimmed, and the sacoen states and the sacoen sacoen

1225. - Wennbery Court Motors. High Rd.. Wembley Condition. I have been recently fitted with reconditioned engine. resprayed, etc.: £615.—\$Bott, 198. White Court Motors of the Royal Court Motors of the Royal

1946 Austin 10 zaloon, blue with blue leather, sons 1.1d, Austin Agenta Staines Midd. Tel. 801. 1946 Austin Agenta Staines Midd. Tel. 801. 1946 India Agenta Color and Color and

THE CAR MART. Ltd. London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.I. 1995. THE CAR MARK: box.

purchase Austin 10 cars. 297, Euston Rd. R. 202, purchase Austin 10 cars. 297, Euston 1212

REGUITE 201 was Austin 10 urgently 21 proalwas Austin 10 argently 22 proalwas Austin 10.—1, Belmont Hall Court. ATTEN pre-was: Austin 10.—1, Belmont Grove, S.E. 15. Tel. Lee Green 4595.

Belmont Grove, S.E. 15. Tel. Lee Green 4595. ROWLAND SMITH S. the Austin 10 buyers. Hampstead Righ St. (Hampstead Tube) Hampstea CASH buyers of low mileage Austin 10s; dist. 2266. AYMOND WAY, the hire-purchase apecialists, as a still buying pre-war Austin 10s and have unlimated cash available, "Canterbury Rd., Ribburn, N.W.S. Mauda Vais 604 (10 lines). AUSTIN A49

DICKS. 1950 A40 saloon, full de luxe model, definitely unmeracet, £1,025.—Below, arefully used, £975.

Below of saloon, very carefully used, £975.

GAG CAR SALES. Ld. 385-401. Fligh Rd. Killouin
Rd. MART. Ldd., (3464

ONDON Distributors

1950 Austin A40 saloon, heater, 7,000 miles 1950 Austin A40 saloon, heater, 7,000 miles 1950 Cat Mart Lida, Austin House, 237, NRWHAMAS, Lida

1950 Austin Alo saloon, grey with blue, excel-NewNHAM HOUSE, 255-7-9. Hammersmith Rd., Lon-don, W.6. Riverside 4646.

1950 (May) Austin A40. fitted heater, radio, as brown unbolstery 6.800 miles as new motor car -102 Kinss Rd., Reading 2712

S. HUNTER, Ltd., ofter:—

1949 Austin Alo Salion, fitted radio and heater one owner, really senuine our, Even B. J. MINTER, Ltd. 22, Cricklewood Broadway, N.W.J. Tel. Gladstone 6305.

1950 (March) Austin A40 van, one owner; £650. MONTROE MOTORS (N. H. BOSWELL, 91-7. Epsins New Rd. Buckhurst Hill, Essex. Buc. H. A. SAUNDERS. Ltd., offer:— (5796

500 miles only, A40 saloon, green/brown; £1,165.

1948 A40 asloon, maroon beige, condition as new throughout, East, 1950 (Oct. 1 A40 Country mar, 20, 200 miles, one 1950 (Oct. 1 A40 Country man, 1960) miles, one 1950 (A40 Selon, 1979) buile, 40,000 miles, one where it 1,040; reproduce, 40,000 miles, one where it 1,040; which is the condition of the country market in 1,040; in 1,040 miles, one where it 1,040; in 1,040 miles, one where it 1,040; in 1,040 miles, one of the country market in 1,040; in 1,040 miles, one of the country market in 1,040 miles, one of the country market in 1,040 miles, one of the country miles and one of the countr

1950 Austin A40 F.H. saloon, beige with brown upho-stery, radio and heater, 11,000 miles; choice of several from El.125, 836/842, High Rd., N.12. Hillside 0024.

DHILIP PICKARDS, Ltd., offer:-950 Austin A40 seloon, grey, blue, 5,000 miles.

1950 Austin A40 Countryman, green, 5 500 miles. 1960 4, Brick St., Park Lane, London, W.I. Green WARWICK WRIGHT, Ltd., offer:—

950 Austin A40 Devon asioon, fawn, brown WARWICK WRIGHT Ltd. 150, New Bond St., W1 Hayfair 9761.

A. SAUNDERS, Ltd., Radiett, Heriz

1950 Austin A40. mileage 15,000.

1949 Austin A40, milease 15.000.—Tel Radlett 1949 (167 and 5849) (1681 and 5849) (1682 and 1684 and 16

1949 Austin A40 2-door Devon alsoon, 11.000 miles only; £450.

JOHNSTONS SERVICE GARAGE. Is. Mildmay Ave. London, N.1. Canonbury 6966, DRIENIX MOTOR O. (SURREY). Ltd., offer — PRIENIX MOTOR O.

1950 (June) Austin A40 Devon saloon, bottle green brown leather upholstery 5,000 miles fitted green brown leather upholstery 5,000 miles fitted green brownhout 1818.

PHSNIX MOTOR Co. (SURREY: Lid. Phoco: Yugian 112; Lin St. Surton Surrey Vigilant 112;

1948 Austin A40 2-door maloon black; £795.

1948 Austin A40 2-door malcon black; £795, 1944 Austin A40 4-door malcon black; £900. W T. DUNN, Ltd., 807, Euston Rd., N.W.I. Euston Rd. 1051 Sept. 1050 Miles 1250 Austin A40 Devon salcon, 5715 and 1050 Miles 1250 Austin A40 Devon salcon, beige 1050 Miles 1250 Austin A40 Devon salcon, beige 1150 Miles 1250 Austin Austin House, Castle St., worders 1250 Austin House, Castle St., worders 1250 Austin House, Date, brown, university 1250 Miles 1250 Mil

1949 A40 4-door, leather, heater, pale blue, tail as new: £945 — Weston-super-Mare 5114

1950 (June) Austin A40, radio, 6,000 miles -1949 Austin A40 saloon, grey: £975.-C. A. Peto. Ltd. 42 North Audiey St., W.L. May 3051. 1949 Austin A40, blue, blue interior small mile-

E985.

BROADWAY MOTORS, 16-18. Broadway, Berley-heath, Tel. Bexleyheath 5591.

ACK ROGE, Ltd., offer: 1949 Austin A40 4-duor accept to a company of the comp

\$225. Austin A40 4-door saloon, low milesage, black 1950 with brown, 14,000 miles; accept £295.—
Jack Hole, Lid., Stafford Rd., Wailington, Surrey, Wailington 6677-8, 13 A 40 Austin A40; £925.—Blue Star Garsgas, Ltd., 1949 Austin A40; £925.—Blue Star Garages.

1949 Austin A40 4-door saloon, radio, h 1949 (July) Austin A40 de luxe saloen, radio, heater, low mileage, colour fawn; £830 ex-

HAROLD WEBB MOTORS Ltd., 765-767, Romford Rd Manor Park, E.12. 1fford 0681, [5046] 1949 Austin A40 4-door saloon, excellent order Learning, on Sps. 1904.

1949 Austin A40 Adoors alsoon, excellent order:

Learning of E75.—Harrourt Motors, Channos Signature of E75.—Harrourt Motors of Channos C

conceition, 2005. "Families Service Garage, London Ref.

1950 Austin, A40 Devon, mileage, 2,827 genuine,
1950 Grov, blue, sliding root, radio, heater, any
and the state of th

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REQUIRED immediately.

MAKE your enquiries to A USTIN House, 297, Euston

A USTIN House, 297, Et ROAD, London, N.W.1. TELEPHONE: Euston 1212.

A 40 car wanted —Mac. 12. Brambiedown Rd. Wallington. Surrey 6397. [2537]

NEED wallington. Surrey 6397. [2537]

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1937 (September) Austin 12/4 de luxe, et condition throughout, taxed; £335 side Motors, 102 High Rd., Uxbridge. Tel. 184 Motors, 102 High Rd, Uzbridge. 16050
DYS AUTOMOBILES, Ltd. offer 1947 Austin 18
DYS AUTOMOBILES, 1947 Parkway, N. W. 1
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DYS AUTOMOBILES, 1947 On 1947 On 1947 DYS AUTOMOBILES, 1947 DYS AUTOMOBILES,

Euperbill Reok. taxed. E765.—127. Parkway. N.W.I. Euston 2700.

1938 Austin 12 saloon, one orner, remulaiotidal Bardmore Service. 26. Queensway. Barwater. W. P. Bardmore Service. 26. Queensway. Barwater. W. P. Barwater of 156.

1939 Austin 12 Oordon 4-door contrettible 1555.

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1939 Austin 12/14 Ascot saloon de luxe, exceptionately of 156.

1939 Austin 12/14 Ascot saloon de luxe, exceptionately 156.

1930 Austin 12/14 Ascot saloon de luxe, exceptionately 156.

1930 Austin 12/14 Ascot saloon de luxe, exceptionately 156.

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1930 Austin 12/14 Ascot saloon de luxe, exceptionately 156.

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1930 Austin 156.

Austin Twelve Gars Wanted

THE CAR MART. Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.I. Euston 1212.

CASH buyers of low-mileage Austin 122; distance of object.—Hautone, Lord St., Southport. Tel., See Children 12, St. Carlon 13, St. Car

transpaced Tube: Ambigued Tube: fampsied of the Color of

Vale 6044 (10 lines) [0857]

AUSTIN FOURTEEN

COLDERS GREEN—H. A. Saunders. Ltd. 1938

CAustin 14 sliding roof saloon, blue, blue, exceptional condition; £495.—144, Golders Green Rd. Speedwell 19474. CAR MART, LIA.

ONDON Distributors.

1948 Austin 16 saloon, 11,000 miles, heater; £1,095.
Car Mart, Ltd., Austin House, 297. Euston
RM, R.W.I. Euston 121.
WANSTEAD MOTORS, Ltd., offer:—

1948 Austin 16, green, all leather, excellent condi-tion, one owner; £895. W Wansted JOD. Ltd., Cambridge Park, E.I.1. U Wansted JOD. J. Sherpfield & Co. (ENFIELD), Ltd., offer:

1948 Austin 16, colour see, hrown leather in-1948 Austin 16, colour see, hrown leather in-1900-D. 3 Shepherd & Co. (Enfeld). Ltd. 486, liertford Rd. Enfeld. Howard 1653. 1947 [Dec. Austin 16, black and brown, immacu-

1948 Austin 16, blue leatner; £390.

1949 Austin 16, black and brown: £950.

V 7 DUNN, Ltd., 507, Euston Rd., 4, W.I. Euston Rd., 4, W.I. Euston Rd., 4, W.I. Euston Rd., 4, W.I. Euston Rd., 5, W.I. Euston R

The mode of the control of the contr

dition; three months' guarantee; hire purchase; ex
"AMES OF WOOD GREEN, Finnley Showrooms, 43,1

AUSTIN follow, 012 Fin. 622; 14972

With brown leather upholitery throughout, radio, heater, new lyres recently all round, in excellent conditions, on the control of the cont

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CAR MART, Ltd.,

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1950 Austin A70 sa'con, heater, 11 000 miles; 1950 Austin A90 Atlantic convertible, power-converted, radio, heater, 19 000 miles; 12 26 — Car Mart Ltd., Austin House, 297, Euston Rd., N.W.I. Euston 1212.

USTIN A90, late 1949, all-electric convertible, turglouise bit e wood condition, £1,185.
CLOCOMERS, Ltd. 3-5-22, Dudden Hill Lane, N.W.10
Wilesden 4869,
J. HUNTER, Ltd., offer:—

950 Austin A70 saloon, 8,000 miles only, fitted
1950 radio, heater, etc.
J. HUNTER, Ltd., 22 Cricklewood Broadway,
N W 2. Tel, Gladstone 6303. [5703]
1. A. SAUNDERS, Ltd., offer:—

A USTIN 1950 A70 salcon, 9,000 miles, radio, he A USTIN 1950 A70 salcon, 9,000 miles, radio, he Large, Firekers of Holiand Park (next for Underground). Tel. Park 3071.

1950 Austin A70 black salcon, grey uphols lear, Beech St., Halliax, Tel. 2842, shire, 1,700 miles, Beech St., Halliax, Tel. 2842, shire, 1,700 miles, 1,700 miles

1950 Austin A70 saloon low mileage, beautiful condition; £1,350.—Sidney Marcus, Ltd. 33, Sloane St., 6, W.1. Tel. Sloane 3557,6970.

1949 (Aug.) A70 green sun saloon, fitte 1949 and heater; £1,225.—Pa), 6825. field Garages, Ltd., Winchmore Hill Rd., N.14. A USTIN A70 saloon 1950 blue low mileage, radh heater, excellent car in every way: £1.399 Bowen & Son, Hillside Garage, Edgware, Tel. Ed-

1950 Austin A70 saloon out of covenant S wembley Court Motors, High Rd., Wembley.

\$221-2 \$1150 —1950 Austin A70 saloon, one ow maculate.—Le Grice Elers, Lid Old Brompton Ind., South Kemsington, S.W.7.

Old Brompson Ind., South Kemsington, S.W.7. Ke to 1877.
COLDERS GREEN.—H. A. Saunders, Life Assists ASO Atlantic coups, power operated, having a south of the coupse operated operated on the coupse of the coupse operated on the coupse of the coupse operated on the coupse of the coupse of

A 0 electric hood, heater, radio, red, cream un electric hood, heater, radio, red, cream un stery, 14,000 miles, one careful owner. 100% condition; best ofter over \$1,100.—Lockett.

side, 'Oxahott, Surrey. Tel. 201.

Vashott, Surrey. Tel. 201.

A blue with hide upholstery and talkered loose covers between the property of t

A USTIN A70, one owner, November 1949 (1950 a A a genuine car throughout, any inapection we must sell this week; offers please, trade invi Chidley, 135, High St. South, East Ham. Grang 4843.

1051 Austin Atlantic convertible, fitted heater rimbellishers, twin Lucas amps, as new throughout, free of Governant.—11/12. Wind St., Swansea. Tel. 4951, after 6:15320.

200200.

Ell 75 —Austin Atlantic drop head fi coupe (convertible), 1950 model, bood and windows, seat covers, radio, heater, etc. with red leather, beautiful condition, choice others.

with red leather, beautiful condition, choice of others at CAMDEN MOTORS, Lake St., Leighton Buzzard, L. Tel. 2041 (5 lines). Write for post free establine purchase: part exchanges; free delivery; shownoor the condition of the condition tasks, 21, 255-8, 8, 3 (Sales), Ltd. 42, Queen St. Maldenhead Tel. Majord 251-258.

bend 5451-2 (Oct.) Austin A70 saloon, black with leath heater, radio and sliding roof. 8,000 mli in faultiese condition; trade and part-exchange enough invited—G. P. Motors, Ltd., 54, Streetham Hill. S. W. Thase Hill 4488.

This BILL 489.

1950 (Nov.) Austin A70, now covenant free, with brown upholstery, carefully mainta condition equal to new, spare wheel unused, mid 10,000, one driver, best offer accepted, would condition equal to new, spare wheel unused, mid 10,000, one driver, best offer accepted, would condition of the condit

Austin A70 and A70 Gare Wanted A LMOST new Austin A70 required; cash Morley, 54, Streatham Hill, S.W.2.

A SAUNDERS, Lid., offer—

1950 Austin A70 acioon fawn with brown upholical states of several from the state of several s

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26 5 ens.—Austin 18, 1996. Hertford de liuxe 4-door caretuity used, exciteit condition, terms, exchanged exciteit condition, terms, exchanged and exciteit condition, terms, exchanged much proposed that the second condition of the second terms of

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—257, Euston Rd., N.W.1. 19956. purchase Austin 18 Cars. 257, Bushow to 1212. 10956 toon 1212. OWLAND SMITH'S the Austin 18 buyers.—Hamp-stead High St. (Hampstead Tube). Hampstead 10924

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"Passenger 1937/38/39 required, good order essentia;

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POWLAND SMITH C. the Austin 20 burers.—Hampeted Control at east Hiss 8t thampstend 1992.

Beater Limousines 1937/39/39-a.aco 283p. 1992.

Dissac-Ape & Saunora Province Court. Geometric Court. G

ONDON Distributors.

1949 Austin Al35 Princess zaicon, 12,000 miles; 1949 Austin Al35 Sheerine saicon, 12,000 miles; 1940 Austin Al35 Sheerine saicon, 12,000 miles; Ruston Rd. N. W.I. Ruston 1212.

1950 Austin Sheerline saloon, grey low mileage chromium mduator. rimbellishers, loose covers from Miller and M

1950 Austin A125 Sheerline saloon, black, beige with the cather, radio and heater, 15 000 miles. W.I. ARWICK WRIGHT, Ltd., 150, New Bond St., W.I. Mayfair 9761.

1949 Austin Sheerline saloon, 20,000 miles, fauit-leasly maintained; £1,495.—Portsmouth Rd Thames Ditton, Emberbook 5551-25. 14715 1950 Austin Brincess saloon, black, brown inde guaranteed 4,000 miles only, brand new con-

dition.

ESLIE MATTHEWS & Co. (Est. 1922), 95, Briatol

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1949 Austin Sheerline saloon, leather upholstery,
radio and heater, nominal mileage, one

13743 radio and heater, nominal mileage, one orner.

1200/3/4. 16. Albemarie St., Mayfair, W.I. Regent Processor and Company of the Company o

1949 Austin Sheerline saloom, one ov driven, black, in immacula £1.575.—Harry Martin, 25. Devonshire

61575 - Harry Martin, 23. Devonshire Place Mews, London, W.J., until Princess, under 10000 miles strained to the control of th

Hamosteed 904: SMITH, Ltd., offer 1996 Austin 237

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BE CAR MART Ltd. London distributors wish to purchase Austin Sheerline and Princess cars. 297 ston Rd., N.W.1 Fuston 1212

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WadDOth MOTURE, 150/6, West End Lane, N.W.6.
WadDOth MOTURE, 150/6, West End Lane, N.W.6.
O Hangusteel 11/10 June 11/1

OWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0926 C. G. NORMAN & Co.,

THORIZED Austin relations are buyers of low-misiage Austin cars of any horse-power, —46-52. Vaunhall Bridge Rd. Lendon. 8.W. Victoria 2211. Rg.
AUSTINS vanied, —smiths. 96 Chais Perm. (692)
ASH immediately for good Austin.—4. P. Edward.
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BRITISH & COLONIAL MOTORS, Ltd., require good Austria.

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D'Austin cars.—Opper St. Martin's Lane, W.G. 27 Tem. 35-85, DINO, Ltd. 8-10. North Audies St. 35-35, Austin retailers, require can in first-class condition Martair 524, automotion from the Control of t W "Servicus ACTUMOBILES, Lid. the Austra que tributor surrently require late type Austra, 1954. C A PETO Ltd., 42, North Audies St., W.L. urgantic class condition.—May 5051.

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HAVE your car serviced by the experts. ATISFACTION guaranteed.

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SPARE earts and components in stock—46-52. Value of the Month of the London & W in Victoria 2011.

Ff it's Austin apares to Sands, the Austin Feore Burntham Bucks 64.

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PRICKERS OF HOLLAND FARM 1998-19. The STORM of Austin mudguards, running boards, 1931-9. The Brooks. and 6, Prederick Flace, Briebon. Since the Storm 1998-1999. The Storm of the Storm of

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A ment units from the largest stock in South London from elivery in many areas.—Winhildon Motor Works. Ltd. 23 High St. With 1922 Win 1923 (1914) of the largest stock in South London (1914) of the largest stock with the largest stock realized and service to Austina sectuaries; stock with the largest stock realized and service to Austina sectuaries; —37. Acre Large (1914) with the largest stock realized to W. B. Straten 1125.

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1 stock list of used models on request to
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1950 (Oct.) Bentley Mark VI Standard Steel unives. 26.495.

1948 (Nov.) Bentley Mark VI Standard steel saloon, evelent condition, passed Ganufacturers. 24.290.

CAR MART, Ltd., Gloucester House, 190, Park Lenny, WI, Coother of Piccality, Grovenor 334. [5903] OFFMANNS GARAGE, Ltd.

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GREAT BRITAIN'S lending specialists in Rolls-Royce and Bentley cars, PROUD members of the Swain Group,

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1949 Bentley Mark VI 4½-litre standard aports askoon two-tone grey, with blue hide. Ref.

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1937 Bentley 44,-litre 2-door sedance coupe by fundament Nutting colour signine mist, with brown hide. Ref. H.655.
L. cars carry our unique six months' guarantee, unless otherwise stated at time of purchase. Please HOFFMANNS GARAGE, Ltd.,

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1948 Ames Young 2-door coupe on the Bentley
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1935 Bentiev E.J. Series 4-door saloon by Thrupp maintained—66 Princes Gate Mews. Exhibition Rd., S.W.T. Ken. 6860.

1936 44 Bentley Park Ward 4-door sports as Action of the Condition of the

1949 Bentley 44,-litre Mark VI atandard atecl saloon black, with being leather, 5,000 miles only GARNER, Ltd., 10-12, Peter St., Manchester, 2, 2 Hackfrare 265-6. [5198]
OFFICIAL Rolls-Royce and Bentiey Retailers.

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Mark VI Bentiey standard saloon with div., black with heise lib.

Mark VI Bentiey standard saloon low miles and the saloon low miles.

Mark VI Bentiey standard saloon, low miles.

Mark VI Bentiey standard saloon, low miles.

Mark VI Bentiev fournome Ah. coupe by Park Ward, black with grey.

Mark VI Bentiev Special 2-door saloon by H. J. Mulliner, crey with brown libr.

Mark VI Bentiev Special 2-door saloon by Church With Educate Coupe by DELIVERY of new and used care quoted on applications.

A UDLEY House, NORTH Audley St., W.1.

ROOKLANDS for Individuality.

1949 Bentley Mark VI Park Ward drop head coupe, Buy or sell your car at

103 New Bond St., London, W.1. Mayfair 8551-6, 14550 HAROLD RADPORD & Co. Ltd.,

NVITE ros to call and mapect their unique selection of Best 87 cers.

ABOLD RADPORD & Co. Ltd. Metton Court. South Exemination 8 W 7. 78. Kensington 6642 (5 lines). WKINON MOTORS, Ltd., offer:

1938 (March) Bentley 44,-litre L.S. Series Thrupp & Malerty semi-razor edge saloon, black.

ACLU & Maleity semi-tane edge anioen, black, ancelegh lishof MOTORS. Ltd. Langham Heuse. J. McKinNon MOTORS. Ltd. Langham Heuse. J. Stadford Rd. Wallington, Surrey. Midsay main road between Cierdon and Sulton, or all from Vietor a to a state of the control of t H R. OWEN, Ltd., 17 Berkeley St. S.1 Mayfair (0056

SWANMORE GARAGE, Bournemouth.

Bentley 41, LE, Park Ward saloon, works reconstitued engine.

1938 Bentley 41, LE, Park Ward saloon, exceptionally attractive.

1937 Bentley 41, Ourney Nutting streamlined 4-door saloon submitted and account of the park Ward 2-door saloon, two-tone grey, very lovely.

1935 Bentley 50, Barker 2-seater d/h coupe.

LOGO CHANGES, terms.—Swannore Garage, Rolls & Dentier Changes and Life-life. Christchurch Rd., 176-1160. Christchurch Rd., 1804. Christchurch Rd., 1804. Churchen 1022.

Mann Egerton & Co., Ltd., offer:—

1950 Bentley Mark VI steel saloon, black with fawn hide uphoistery, latest modifications,

15.00 miles.

19.49 Bentiey Mark VI steel saloon, black with 19.49 fawn hide upholstery; medifications include steen apray etc., 34.00 miles steel saloon, black with 19.48 fawn hide upholstery, 25,000 miles only. I Berkeley St., Lendon, W.I. Regent 2075.

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1938 Bentley 41, Park Ward saloon, resprayed, £2,450.
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GUY SALMON AUTONOBILES, Ltd., offer:

1949 Bentley Mark VI standard stee: asloon, specimaroon eather 1951-type wheel discs, marroon, with marroon eather 1951-type wheel discs, memory of the standard of the

SERVICE Works and Stores, Barnsdale Yard, off Elain, Ave. W., Cummsham 956.8. [560].

VMARLES FOLLETT, Ltd., Acceleted Rolls-Royer, and Bentley Mark VI standard steel saloon, black and Bentley Mark VI standard steel saloon, black and an analysis of the standard steel saloon, black maintained by makers; ES, 540.

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Service Works and Stores, Barnadale Yard, off Service Works and Stores, Barnadale Yard, off Service W.9. Cunningham 5056/8. [5906 11936 34-litre Park Ward sports saloon with swept all: £400 overhabl, immaculate condition:

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CASTLE'S, Church Gate, Lelcester, 65251.

1935 34s-litre Standard Park Ward aa loon, extension from coard-live condition, returning from coard-live condition, returning from coard-live condition, returning from coard-live condition, returning the condition of t

derson & Holmes, Ltd., London Rd., 1et., 1987.

194 & Bentley 30,000 miles, colour grey, as Bentley 30,000 miles, colour grey, as Bentley 30,000 miles, colour grey, as Sept. 1987.

Easton Rd., London, N.W.I. Tek, Euslon 5228 (5 lines).

Bentley 44, litte, first registered 26, 9.47, fitted with the colour first class condition throughcarefully maintained and in first-class condition through-

RTHUR MULLINER, Ltd., Bridge St., Northampton Perfuse the first series of the first series o

1949 (February) Bentley Mark VI sports sales by Freestone and Webb, grey and mark the grey leather, one owner, 35,000 miles, immacu

Dove Ltd. III-115. Addiscombe Rd., Croydon AddisDove Ltd. III-115. Addiscombe Rd., Croydon AddisDeve Ltd. III-115. Addiscombe Rd., Croydon AddisDeve Ltd. III-115. Addiscombe Rd., Croydon Rd., Colorido, Croydon Rd., Croydon Rd.,

1950 (July) Bendley, 6,800 miles.—Ernest Sutton, 1951 Pel, Rogate 4 (trade only) Park Ward (Nov. 1962) Per special model on the process model on the process model on the process model of the process of

B. NTLEY 1949 Mark VI standard steels alloon, micage by 50,000, radio, etc., marcon, with marcon uphysics. B. D. 0.000, radio, etc., marcon, with marcon uphysics. B. D. O.L.S.-BENTLEY Sylliste. first free, July, 34, sportsmarty saloon by Mopper, finished in technique of the sportsmarty salone by Mopper, finished in technique of the sportsmarty salone by Mopper, finished in technique of the sportsmarty salone by Mopper, finished in technique of the sportsmarty salone by Mopper, finished in technique of the sportsmarty salone by Mopper, finished in technique of the sportsmarty salone by Mopper, finished in technique of the sportsmarty salone by Mopper, finished th

sround). Kensington 6698 [5623]

19 18 Mark VI Bennley standard steel saloon, sie; with painted combination green and sie; with painted admits, low mileage and perfect condition; 64,650 or offer; no dealers—Apply, Henderson, Dinner, 1994 Park Ward saloon, gree, red leather, British and Standard Stan

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W.II. Bay, 4274.

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1950 (May) Bristol 40, chasais with senuine work to the more statement of the statement of

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far leather, a most attractive looking ear, recent extended as the service of the control of the

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1951 registration (£10 tax) supercharged 1938 Ourd 4-seater d/h coupe, ivory and blue, outstandingly attractive fast sports car, 32,000 miles.
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AMLER 24-live saloon (1947), green, with green eather, a most attractive car, one owner; £1,495.

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tional condition; terms, exchanges.—Row land Smittbelos 5. — Ford Anglia, June 1946, Sip raison, biac5. — Ford Anglia, June 1946, Sip raison, biactassen, erms, exchanges; Julic, open 197, week-days an 
Saturdaya.—Row land Smith, Hampsteed (Hampstee 
Tube), Hampsteed 6941, 
Thue), Hampsteed 6941, 
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Lancham 1984-5.—1984-9 Ford Anglia saloom, low 
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BRUTONS, Ltd.—Ford 8 1938 saloon, 2-grey new engine, etc., wireless, sh d.tion. 2535, -14, Osten Mews, Emperors Western 1242.

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1946 resine upholately seat covering, mose seat model Ford Anglia saloon black, with red covering the property of the covering state of the covering state of the covering state of the covering covering covering covering covering the covering covering covering the covering covering the covering covering covering the covering covering the covering covering

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1946 Ford Prefect, black, with brown leather, re-

1948 Four Prefect, in hished back, mileage 28,000
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1949 Four Prefect, black, with red leather, dearly maintained array owner, 14,000 miles, very carefully maintained array of the control of senuine levels of the control of senuine levels of the control o

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MARCH 1949 Pord Prefect saloon; £825. ULY 1949 Ford Prefect saloon, £875.

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(Gept.) Ford Prefect salon, black, leather updates. (Sept.) Ford Prefect salon, black, leather 1940 (who.) Ford Prefect salon, being favn updatery, 1,1,000 m.les; £815.

1947 (Jan.) Ford Prefect salon black, brown black, black, brown black, brown black, brown black, black, black, black, brown black, black, black, black, black, black, brown black, black,

339. Finchley Rd., N.W.3, Hampstead 4414. CENT Finchley Road Stations

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1950 Ford Prefect saloon, black brown hide, 200 miles.
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194 8 Ford Prefect asloon, green, 16,000 miles.
56 Park Lane, W. I (Resent 4666), and 374, Exiliar
196 Park Lane, W. I (Resent 4666), and 374, Exiliar
1970RD Prefect, '48 1,000 only, unmarked several
1970RD Prefect, '48 1,000 only, unmarked several
1970RD Prefect asl, 20,000 miles, beige, brown
1970RD PROF, 1970RD 1970 om 188, beige, brown
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MAGDALEN MOTORS, 511, Trinity Rd. Wandsworth Common. Battersea 5573. 1949 Ford Prefect, export model, 11.000, soar Land unused, leather, one owner, best over Land

1950 (Nov. 1949) Prefect, black, carefully used wembley 5262. Wembley 6262.

PORD Prefect, 1948, one owner, chaul.eur maintained replacement engine; seen by appt., Vigilant 6211 £700 or near offer. (5425

1948 Ford Prefect saloon, beige with red leather upholstery, 19,000 miles, three months' written gurantee; £804, Queen's Head Garage Faxt End M. S. Pinchely 6296-7.

1950 (November) Prefect, 5,000 miles Redexed Rd. Over Hulton, Bolton. A RTHUR E. GOULD, Ltd. 290-292, Regent St., Langham 1594-5 - 1946-8 post-war Prefect mile

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1949 Ford Prefect, taxed, £770.—8 London, W.14. Tel. Western 2312. 1949 (September) Ford Prefect saloon, black, 7,658 Rd. Birmingham, 29. Selly Oak 1220.

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Ltd., Cheimstord, Essex. Tel. Cheimstord 39bs. 16137

949 (Oct.) Ford Prefect salom, beise, one owner,
Satton House, Burnham Market, Norfolk, Tel. 212,
1949 Ford Prefect, luck with cloth upboiltery,
Fred Prefect, Luck with Cheimstord, Tel. 22

1951 anywhere by appointment, 2895—174, Wal.
Sold or write Baker, 13, Genthorne Ave., Addiscombe,

3561 or write Baker, 15, General Bakes, 195855 Surrey, Pord Prefect saloon, black, small missas, 1948 Ford Prefect saloon, black, small missas, immaculate condition throughout; £695.— M. R. Motors, 536 New Cross Rd., London, S.E.14, (2345)

Ford Prefect 4-door 10hp saloon; prior 2550 or 50 monthly instalments of Cooden Engineering Co., Ltd., Bexhill

Ford Prefect, black, leather, one immaculate; ASS,—Hendon Central, 46, Wattord Way, Hendon Central, 46, Wattord Way, Hendon Central, 10n 1425-4. [6010]

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1948 Insured price 2650.—Morris, 80-websel 1947.

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1949 Insured price 2650.—Morris, 80-websel 1947.

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AMDEN MOTORS.—Ford 10hp Prefect 4-door sa de luxe. 1940. practically unblemished man ntwork with red leather interior, fitted radio, its. etc., a most carefully used and maintained in very apperior condition for the year, attracti

mintsort with red seather interior, nited ratio, base and in very superior condition for the year, attractively mind in very superior condition for the year, attractively proved at £489.

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VAR MART, Lid. FORD (V.D)

1950 Ford Pilot saloon radio, heater, 14,000 miles; £1,250 —Car Mart. Ltd., 150, Park Lane,

HAROLD PERRY, Ltd., Invicte Works, 279, Bellards 1950 (September: Pord Pilot, colour time, with 1950 (September: Pord Pilot, colour time, with 1950 (May) Ford Pilot, colour green, with beige 1948 (November) Ford Pilot, colour green, with 1948 (November) Ford Pilot, colour green, with 1950 (September) Ford Pilot, colour green, with 1950 (September) Ford Pilot, colour green, with with

DEMONSTRATIONS any time, anywhere.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Bailards Lane, North Finchley, N.12, Tel, Hillside DRIDE & CLARKE, Ltd.

1948 Ford Pilot saloon, mist green, beige leather radio, heater; £699; terms 24 months; exchanges.—257. Brixton Hill, S.W.2. Tulse Hill 3664/5.

1948 (October) Ford Pilot, blue and blue leather, one owner, fitted heater and radio.
THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.I. Tel. Sloane 9288. [1222]

1950 Ford Pilot V s saloon, green, brown leather, 1950 radio and heater, 3.000 miles, 1950 radio and heater, 3.000 miles, brown leather, 1950 radio and heater, 11.000 miles, WARVICK WRIGHT, Lud., 150, New Bend St., W.1. [664]

1950 Ford Pilot saloon, black/hide, radio, 10.000 miles, Pord Pilot saloon, black/hide, radio, 15,000 miles. 1949 FOR FROM BROWN BY THE STATE OF THE STATE OF THE STATE OF THE LEARN WILLIAM STATE OF THE STA

1949 Ford Pilot, black and brown leather, 14,000 miles, radio; £1,075.
COMBS & SONS (GUILDFORD), Ltd., Portamouth Bd., Guildford, Guildford 62907-8-9.
19429 Ford Pilot, leather, negligible mileage.

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1948 Jaguar 51 litre drop head coupe, radio, heater, 16,000 miles, £1,675. Car Marti, Ltd., 530, Eurton Rd., N.W.I. Euston 1212. [5865]

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1939 11-litre drop head coupe, black/beige lenther, having had regular service by ourselves,
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£475 -Jaguar 1%-litre 1938 d/h coupe, new hood, excellent appearance cellulose, chrome etc.

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41,900—144, Go.ders Green Rd. Speedwel; Ooil. [547]

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1950 (June) Jaguar 3%-litre Ma. V saloon, black brown hide, one owner, low mileage; £1 925 -H. W Motors Ltd Walton-on-Thames 785 and 1437 1950 Jaguar 31,-litre Mk. V saloon, silver grewith throughout; £2,250.—Greyhound Garages, Ltd., Pinne

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1950 Show model Lace Baluy, littled with Saoutchik and page 1950, may be shown to show the shown and beare Connatount and beare Connatount Resident Survey. Ripley 3178.

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MRCEDES Type 540K foursome drup head coupe, first registered 1945, finished mutable blue probably the most beautifu, car in the country for outright sale at 41.750, or soud exchange for 1936-7-6 Bentler, with each adversage.

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MERCEDES-BENZ (OT. BRITAIN) Ltd. offer

MERCEDES-BENZ (OF. BRITAIN). Ltd., offer:—
1938 Type 230 20th 45-sir, cabricle with Con1938 Type 230 20th 45-sir, cabricle with Con500 William Conference of Con1938 Type 230 20th 45-sir, cabricle with Con1938 Type 230 20th 45-sir, cabridge with

TOE THOMPSON (MOTORS), Ltd., offer -

JOE THOMPSON (MOTORs). Ltd., offer:—

1949 Mercury 4-door saloon, colour black;
JOE, THOMPSON (MOTORS). Ltd., 97, Fullham Rd.,
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22250 —Mercury Eight Special, 6-seater from the coupled state of the coupled state of

YAR MART, Ltd.

1950 M.G. 11,-litre saloon, 7,000 miles; £1,350. 1949 M.G. T.C. 2-seater, 6,000 miles: £895.—Car Mart Ltd., 320. Euston Rd., N.W.L. Euston RIPCO, Lad., offer :-

M.G. T.D. 2-seater, black, red leather, radio, indicated by a covery content cover, 1000 miles only.

1940 owner cat, immaculately militained, throughout its small mileser, abother, finished in bus.

T. vitting your impection at Rippo, 11d, 16, Albenarie C. Maylat, W.J. Regent 2052-5-4. [5887]

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1949 M.O. T.C. sports 2-seater, green green really clean condition, faultiess appearance, £735.

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1948 M.G. T.C. blue 19,000 miles radio excel-lant condition, 2635, terms, 24 months; ex-hances—Stocked P.L. & W.S. Brixton 6251 [5924] POSE & VOUNG, Ltd. ofter

1950 M.G. 14, litre saloon, low mileage immacul-1950 M.G. 14, litre saloon, low mileage immacul-1950 M.G. T.D. 2-setter, ow mileage immaculate livery with red leather: 2695—265-69 Sternhold Ave. Streatham Hill S.W.2 (iminute Streatham Hill Station). Tules Hill 6461

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\$2385.—M.G. 10hp TA model sports 2-seater, immeculate.
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E135 —M.G. Shp special sports 2-seater maroon, special shab tank, 4-speed gearbox, excellent hood ovely mechanical order, smart and fast.
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PERMS.—Woodbain Cars, The M.G. Specialists, 6 & 10, Eton Garages, Eton Avenue, Swiss Cottage, N.W.3. rimrose 9435. I. A. SAUNDERS, Ltd., offer:-

1947 M.G. T.C., 15.000 miles, one owner, black beige leather, radio, fog lamps, luggage grand indicators, just resprayed, new hood and side screen immaculate throughout; £645, 330, Euston Rd., N.W.1. Euston 4511.

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950 M.G. 1%-litre saloon, speedometer reading 4,000. New Bond St., London, W.1. Mayfair 8351/6. [4557 03. New Bond St., London, W.1 DHILIP RICKARDS, Ltd., offer:-

1950 1%-litre M.G. saloon, 7,850 miles, black, per-fect.—4, Brick St., Park Lane, London, W.1, Grossenor 1772-5, [5455] ARWICK WRIGHT, Ltd., offer:—

1950 M.G. 1%-litre saloon, duo green, beige WARWICK WRIGHT, idd. 150, New Bond St., W.1. Maylair 750, J. SHEPHERD & Co. (ENFIELD) Ltd., offer-

9.49 T.C. M.G., colour black green leather unholstery excellent condition. £835.
9.40 M.O. T.C. sports, colour black beige leather unholstery excellent condition. £835.
9.40 M.O. T.C. sports, colour black beige leather
uphoblery, mileage 6.500 immaculate coneffection for Enneld Section (Enneld). £626.
9.46 M.O. T.C. 2-seater, excellent condition. £550.

949 M.G. T.C., 8,000 miles; £795.

DUNN, Ltd., 307, Euston Rd., N.W.1. Euston

JACK ROSE, Ltd., offer 1950 M.G. 114 saloon in black guaranteed mileage 9,000, almost brand new, accep

Jacks and the second se

CYE CARS. Lot. 60-62. Queenstown Rd., E.W.5. Moc. 7 50-53.

1946 freed 1899; M.C., low milesge, good conditionary for the production of th

1938 M.G. 11-litre tourer, Abingdon blue mileage strayed, mes 50.00 reconditioned engine; recently reserved, mes 50.00 reconditioned engine; recently reserved. The strain of the strain

. below.

- M.O. Midget, 1937, 10hp T 2-seater, black to leather very good condition; taxed, terms. Rowland Smith below.

- M.O. Midget, 1933, 8hp J.2 2-seater, red. ty good condition; terms, exchanges.—Rowly good condition; 195 gns.

The second condition ferms, exchanges—RowDe San-MG Midget, 1981 model, ship sports acparable seater, black, unworn syres, very good condifactories of the seater sea

1939 40 M.G. 2.6-litre drop head coupe, luxuri overhaul; quite outstanding at £525 or nearest of terms, exchanges.—Temple Cars, 156, Burton Rd. D

Tel. 45614.

4.4.28.—M.O. T.A. sports 2-seater, cream and red

4.4.28.—M.O. T.A. sports 2-seater, cream and red

4.4.28.—M.O. T.A. sports 2-seater, cream and red

wheel, etc.; this is a beautiful example and one of the

set we have ever had; three months' guarantee, hire

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wheel, etc.; this is a beautiful example and one of the pest we have ever had; three months rawrance, hire purchase, exchanges, determined the purchase, determined the purchase, determined the purchase of the purchase, determined the purchase of the purc

HE CAR MART, Ltd., wish to purchase M.O. cars.—

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. | 10948 LOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted; must be p fect condition.—58-52. Dudden Hill Lane, N.W. LMOST new M.G. required; cash payme Morley, 54, Streatham Hill, S.W.2. Tulse

Jack ROSE, Lid., want to purchase T.C. and 13;
Jack ROSE, Lid., want to purchase T.C. and 13;
Jack ROSE, Lid., want to purchase T.C. and 14;
Jack ROSE, Lid., want to purchase T.C. and 14;
Jack ROSE, Lid., want to purchase T.C. and 16;
Jack ROSE, Lid., want to purchase T.C. and 16;
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Jack Rose, Lid., want to purchase T.C. and 16;
Jack Rose, Lid., want to purchase Specialists, are with the purchase Specialists, are still buying M.G.s. and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Malda available.—Canterbury Rd., Kilburn, N.W.6. Malda LOSE, & VONNG, Lid., Wanted until 16;
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Vale 6044 (10 lines). Tools of the Manual Miles of T.O. M. G. wgently —65-69. Sternhold Ave. 11 M.G. wgently —65-69. Sternhold M.G. wgently —65-69. Sternhold M.G. wgently —65-69. Sternhold M.G. wgently —65-69. Ste

W. JACOBS & SON.

RITE or 'phone Toulmin Motors, The Roundsbout, Hanworth, Middlesex Tel. Molesey 4401 (0349

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PARADE MOTORS (MITCHAM) Ltd. 66 67 Monarch Parade Mitchin Tel Mit. 5302.

2 2 3 5 ster. 1397, the famous 4/4 series, green with recen leather interior, large type instruments, remote representation of the parade of the famous for th

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OWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham, 6041. [0949]

 Morgan required, coupe or tourer, nice condition
 preferable, year immaterial,
 Q-59, Dudden Hill Lane, N.W.10. Willesden 4669.

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ORGAN 4.4 official spare parts stockist; service and repairs.—Basil Roy. Ltd., 181 Ot. Fortland St. W. Lankham 78.4 and stockist; service and Condens of the Condens of the

CAR MART, Ltd. MORRIS MINOR

1950 Morris Minor tourer, 3,000 miles; £825.

1949 Morris Minor saloon, 8,000 miles; £795.—C Mart, Ltd., 150, Park Lane, W.I. Grosven PHILIP RICKARDS, Ltd., offer:-

1949 Morris Minor saloon, green, low mileage.—
yenor 4772-5.

(M.I. GAR SALES (Pr. 6628) offer:—
[5452]

1950 Morris Minor maloon, beige, good condit throughout.—Swiss Cottage, Finchley E 1950 (Sept.) Morris Minor saloon, beige most R of courterly driven and unmarked, £875 W s. Fremanie 860 (Ld. 312, Ears Court Rd. S. 1967 Fremanie 860) (Morris Minor saloon, grey, beige leather, being space unused, unused,

R IPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regen

1950 (Sept.) Morris Minor, 4,700; also 1949 3,000 miles.—Ernest Sutton. Tel. Rogate

1950 (sept.) source services Sutton. Tel. Rogate circute only 3,000 miles. Ernest Sutton. Tel. Rogate (trust only 3,000 miles. Ernest Sutton. Tel. Rogate (trust only 3,000 miles) and trust only 2875.

J. Davy, Kensington 1108. [591] 45.

Colbooks, 69, Cheiston Rd., Nortaneis, Bilmingnam,
4000 miles; Morris Minor sa con, suede green,
new 2925.—Seymour & Cements, 12d.
watcher 1950 (Muy) Morris Minor sakoon, plat num g
uith fawn leather upholstery, 9000 mi

R OBBINS, 96-98 Upper Richmond Rd., East Putney 8 W.15. Tel. 4581.

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TANKARD & SMITH. Lid., offer 1949 (July) Morris, the fining saloun, fitted loose covers, spot lemm, clock, etc.. 10,000 fluid lines only: 2775.—228e-228, Harh Rd. N. 15, 100 fluid lines only: 2775.—228e-228, Harh Rd. N. 15, 100 fluid lines only: 2775.—228e-228, Harh Rd. N. 15, 100 fluid lines only: 275 lines on the lines of the li

Crowdon. Crowdon 5470.

1950 (August) Morris Minor saloon, grey twin sa new Groughout; nearest £900.—Hamilton, 42 Tup-salout, 1950.

1950 (September) Morris Minor saloon, one writer, 500 grounds guaranteed miseage 9000; indistributions from new £865.—R. 8, Mead (Sales), Ltd. 42, Queen 83.

Morris Minor Cars Wanted

THE CAR MART, Ltd. wish to purchase Morris Mipor Cars.—\$20. Eusion Rd., N.W.1. Euston 1212, 10716

1934 Morris Minor saloon in any condition.

Carray Richmond Carray Richmond

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey, Richmond Petersham Rd., Petersham, 142015 NEED post-war Morris Minor immediately -25, Braad-walk Court, W.B. MORBIS EIGHT

J. CORYTON, Ltd.

Shp Morris saloon; for details.

139-149, Fulham Rd., S.W.3. Ken. 1410. [8984 1947 Morris B. low mileage; £575.—Below.

1939 Morris 8 saloon, very good order; £415.— Barnes Garage, 315, Finchley Rd., Hamp-stead, N.W.S. Ham, 2221. Mal. 1627, 8 hp Morris 4-door saloon, choice of two from £275.

Sap Morris 4-door aaloon, choice of two from £275.

W ADCOL MOTORS. 150-6, West End Lane, N.W.6.

15139

Sap Morris 8 saloon, very sound; £290.—Below.

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Morris 8 tourer, excellent example; £365.—

15139

Morris 8 tourer, excellent example; £365.—

15140

Morris 8 Hutter, £1d., 756. Kersington light 8t. London, W.14. Tel. Western 2512.

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Morris 8 hp de lave saloon, black brown new carefully for the same face of the same face of

Morris 8 mion de luxe, black, good tyres, nice appearance: 4395.

MADDALEN MOTORS, bl.1, minty R4., Wands-1875.

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MORRIS 8 1939 sacon, black, exceptional throughout; 2410.—19. Orchard Way, Chelrenham.

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19.47 (Nov.) Morris 8 aahoon 4-door, sun 1994, 1994 (Nov.) Morris 8 aahoon 4-door, sun 1994, 2-door, sunshiner root, 2850, sale 1993 M. 8 series 8.2-door, sunshiner root, 2850, sale 1993 M. 8 series 8.2-door, sunshiner root, 2852, sale 1994, 2852, sale 1 room condition; £725.

HAMILTON MOTORS (LONDON), Ltd., 466-490
Edgware Rd., London, W.2. Paddington 0022 (17) HABILITUS ECULIOS (LATECURS) 1.6.6. 400-430. [Insection of the control of the con

Delvaic - Anoliv J Lawrence, sin, discovering the Martin Lawrence, and discovering the Martin Lawrence and the Martin Lawrence R atili buying Morris available.—Canterbury Rd. Kilbs Vale 6044 (10 lines).

MORRIS TEN

ORA QUEEN'S ROAD AUTOS. 1948 Morris 10 4-door saloon in very nice condition, bargain; £395. 42 Queen's Rd. Peckham, S.E.15. New Cross 5989, 13964 CAR MART, Ltd.

1948-49 Morris 10hp saloon, 9,000 miles; £925.— Car Mart. Ltd., 320, Euston Rd., N.W.I. DRIDE & CLARKE, Ltd.

1948 Morris 10. black/brown, one owner; £650; berne: 24 months: exchanges.—237. Briston PAUL & SLATTER, Ltd., offer:—

1948 departs lobs also n. hack, one owner, in cool continuo throusbout, 6755, 44 defeamen Bill, N.15. Te., Palmers Green 1996, 1971, 1984, 1985, 1986,

1939 Morris 10, good engine, tyres, paintwork maintained, black; £465.—Wakelin, We 1935 Morris 10 saloon, excellent condition; £2

Langes three months MOTORS Ltd., 169, Priory Rd. JACK Mountview S228 and 5774. (5778) Hounsey Mountview S228 and 5774. (5778) Houses, 1955 Morris 10/4 de luxe saloon, excellent Park Motors. 190-194 Meet End Lane, N.W.S. Hampited 6490, (1498)

1946 with just like new Morris 10 saloon black only 18675 terms. On the control of the control o 1346 reconditioned engine this summer useratched, £615.

Bucklow Garage, Ltd., Knutsford, Tel. Bucklo

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Ex. 5621.

1946 Morris 10 saloon de luxe, unscratched, blas gine fitted on 3/11/51, exceptional condition through out, £675. sine fitted on 3/11/51, exceptional condition throughout 6675.

MADDALE MOTORS, 311. Trainty Rd., Wands
MADDALE Common Batterses 5573

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5.4 5 - 1858 Morris 10/4 4-6000 rde lune, excellent
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TANKAND de EMITH, Ltd., offer 1959 Morris 10

Salon de lune, finished in maroon, in excellent mechanical order, recently resorrayed, £365, forms and
earthanges.—7-P Peckham Md., £2.5 - 781, Morris 10/4 finished finishe

mechanical order, recently resonaged, 2505, ferms and exchanges—79. Perchant M. 6. 8.1.5. Twil. Bodings exchanges—79. Perchant M. 6. 8.1.5. Twil. Bodings of the property of t

URGENTLY required, post-war series M Morris 10 | RGENTLY required, post-war series as mounts or salcom.
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AMMOND WAY, the hire-purchase specialists are with building and the specialists are watable. Calculation and the specialists are watable. Calculations and the specialists are watable. Calculation and the specialists are watable. Calculation and the specialists are watable. Calculation and the specialists are watable. The specialists are specialists and the specialists are specialists. The specialists are specialists are specialists are specialists. The specialists are speci

Vale 6084 (In MORRIS FOURTEEN
UNE 1987. Morris 14 saloun, excellent condition and paint, bargain 2175—147. Rish Ret. WA, Chi. 030 M ORRIS 14 6 Series II de lute saloun, back, every think in perfect working order immaculae through out, maintained by enthusiast: £560.—5 Oodfrey Ave. Whitton. CAR MART, Ltd. MORRIS OXFORD

1950 Morris Oxford saloon, 14,000 miles: £1,095,— Car Mart, Ltd., 150, Park Lane, W.1. Gros-PRIDE & CLARKE, Ltd.

1949 Morris Oxford saloons, 14,000 miles, beige, 2935; terms. 24 months; exchanges.—Stockwell Rd. 8,W 9. Brixton 6251.
DRIDE & CLARKE, Ltd.

PRIDE & Morris Oxford saloon, green one owner, 1949 Morris Oxford saloon, green one owner, 1949 17,000 miles, excellent condition, £965; seems 24 months; exchanges, 257, Brixton H.i., S.W.2, 16115 erms 24 months; exchanges.—237. Brit Culse Hill 3664-5. WARWICK WRIGHT, Ltd. offer:—

White writers, Lea one:
9 50 Moreta Oxford assloon, black brown leather

White of Oxford Lid. 150 New Bond St. W.1.

19 49 Moreta Oxford. 6.000 miles, black, spare un
oxford. 600 feet.

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Potters Bar.

JUNE, 1949, Morris Ouford, speedameter reCanac. University of the Lorentz of the

1949 (September) Morris Oxford 14hp, pl grev, spiendid condition, heater fitte owner; £950.—Mr. C. A. Lee, 193, Fambridge Rd

cener, £395.—Mr. C. A. Lee. 195, Fambridge Rd., Maddon, Essex.

19 0 meris Onford anion. eree, 2, 200 mile 1984.

19 10 mmaculate condition.—Wilcox (Shouth).

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1 Ryceroft Rd. S. W. 16 Tulos H: '1286 chays: "Offse sworkers SLXTEEM 18 Compared to the compa Durchase: exchanges.

I AMBS OF WOOD GREEN Finchley Showrooms. 421.

High Rd., Finchley, N.12 Fin. 6221. | 4873

High Rd., Finchier, N.12 Fin. 6221. 14875

MORRIS EIGHTEEN

1936 Morris 18 saloon; £165; 5 months' gustantee; terms and exchange.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.

Hornsey, Mountview 5228 and 5778.

CAR MART, Ltd. MORRIS SIX

| 1950 | Minista Six mileon, radio bester, 7,000 miles:
| 1950 | £1,195...-Car Mart, Ltd., 320, Euston Rd.,
| N.W.I. Euston 1212. Morris Six 8,000 miles...-Ernest
| 1950 | (Oct.) | Morris Six 8,000 miles...-Ernest
| 1950 | Minista Six 8,000 A UGUST, 1949, Morris Six saloon, black with beige uphoistery; heater, one owner only, genuine 22,000 miles. GEORGE LANGLEY, Ltd., Morris House, Bromham G. Rd., Bedford, Tel. Bedford 66221. [5179]
1950 Morris Sux salood, black, brown leather up-1950 Mistris Citt Smooth other, over the condition.

DUSTACE WATKING Ltd. 12. Berkeler St. W. I. Mayrist 5511, and 12 Cheless Manor St. S. W. I. Mayrist 5511, and 12 Cheless Manor St. S. W. I. Mayrist 5511, and 12 Cheless Manor St. S. W. I. Mayrist 5511, and 12 Cheless Manor St. S. W. I. Mayrist 5511, and 12 Cheless Manor St. S. W. I. Mayrist 551, and 12 Cheless Manor St. S. W. I. Mayrist 501, and 151, an

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R DOWLAND SMITH'S, the Morris tuyers—Hampitead Hugh St. (Hampstead Tube)—Ham, 6041 [0779]
RE-WAR 12 or 16thp Morris wanted privately—Box 5150, 100 [100]
Mr. W. (Ou. 275)—Hampites, 86, Chalk Parm 1250, 100 [100]
ARSTON MOTOR Co. for your Morris—Tel. Sta. 2000. Seven Sisters Rd., Tutenham, N.15. [100]
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ARSTON turbulent of the private of the JACK OLDINO, Ltd., 6-10 North Adder St. W.1.

Morra retaliers require cars in Brat-class condition.

Vall Buyers of low-milease Morris Minor Oxford and Six, distance no object.—Hations, Lord St Sughest Fig. 226.

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FOR Morris mudguards, running boards, 1950-46.

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Wick Rd., W. defersive Wei-evey 4 ve. Puddered, wick Rd., W. defersive Wei-evey 4 ve. Puddered, wick Rd., W. 6. Riverside 2644-5. Od and new frends weicome.

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SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to
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Wembley 8691-2.

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ATE type Oldsmobile 4-door saloon, hydramatic drive, for full list see under "American Cars." IMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialisis). Wembley 8691-2. [1210] EX GARAGES, Ltd., offer:—

EX GARAGUES, takes, words, and white-wall tyres, the definition of the property of the state of

JERN GARAGES, Ltd., 2. Lexinston St., W.1. Gerrard 5600.

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JESTRIBUTORS (RAWLENCE), Ltd. Blindler Beath, nr. Lingheld Surey on the state of titlen and breater, 5.000 miles.—Britath & Colonial Motors, Ltd., Upper St. Martins Lane, W.C.2. Tem. 5588, London, Middler St. Colonial Colonia

Grovei, W.I. (Baysware Ge56-7).

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1950 Singer 1,500 salcon, black, 14,000 miter, 15,000 mite Lid. 2005. Romford Rd. E.Y. Tel. Grangewood 3464.
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1929 Bentley 44-littre saloon, in absolutely superb mechanical condition, having recently undergone a complete overhaul, conchwork leaving sometime to be desired, 2550, 1947 Revenue 25

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LVIS 4.5 late 1958 sports salcon.

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£165.—Triumph Gloria 12.8hp Special Speed open sports 4-seater, red and chromium; another TO sports 4-seater, red and chromium: another B & G. bargalmies Bennet E W. Special 18hp open and chromium, mechanically superp, goes so fast that with the creen fodded flat one would have to buy oneself a cap with a peak at the back and be a peak at the back. If the company of the company

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DUY and sell racine and sports cars of all types, and sell racine and sports cars all necessary and sell racine and sports cars all nexuely and sports care and

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50 sports cars of all types under \$400 ARS and motor cycles wanted in part exchange.

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S. Mark I saloon, mechanically excellent, recent overhaul, recepts shown, new radio; bargain 225 or bearet.—Box 5238. Airline saloon, fitted 124 en. 1905 8.B. Airline saloon, fitted 124 en. eline, unrepeatable sampain.—Bray Motors, 180-164, Wet England, R.W. Hampleted 6450.

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1947 Standard 8 sin., blk., brn. lthr., nom. mise.; exchanges.—Stockwell Rd., S.W.9. Brixton 6251 [5555]

1947 Standard 8 coupe, good appearance, un-marked condition: £55. B. J. HUNTER, Ltd. 22 Crickiewood Broadway, N. W. Tel. Gladdone £503. CANFILLD Ld ar REVOCE offer:

1939 Standard 8 saloon, maroon, brown leather, condition bew head liming, excellent condition pinchies Z. MOTORS for Standard 8 bargains:-

1946 8 d/h coupe, 22,000 miles, one owner; £450.

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9 46 Standard 8 saloon, ope owner, good condi-WITHAMS MOTORS, Ldd. 18 Balham Hill, S. W.12.

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of hers.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7; open Mon. to Sat., 9-6.

-1959 Standard 8 saloon, superb condition roughout.—Autosnipe, 5, Balham High Rd. Balbam 1508.

1940 Standard 8 tourse, excellent order, recondi-tioned engine, economical; 2300—Thorough few College and the standard sun saloon, grey, blue upholster, 3200 Standard S and sun saloon, grey, blue upholster, 6 W.15. Vanoyae 1533. 19 Simpart of the state of Patiney, 72. West (425)
19 4 Sindard of tourer, 3 months' guarantee dealers of the state of the and screents.

Cambridge of the Control of the Cont 5211. Standard 8, recently fitted record engine bodywork repainted last week, excellent £350.—Temple Cars, 136, Burton Rd., 43614. 1995 beddend b. recently fitted recond engine, throughout; £350.—Temple Cars, 136, Burton Rd. Derby, rel. \$450.—Temple Cars, 136, Burton Rd. Derby, rel. \$450.4 st. 4 s. 50. st. 198, Burton Rd. 2014 st. 198, and the condition of two; £353.—Hendon Central Carsas, Lld. 44.6, Wattord Way, Hendon Central Carsas, Lld. 44.6 wattord Way, Hendon Central Carsas, Lld. 44.6 wattord Way, Hendon Central Carsas, Lld. 44.6 wattord Way, Hendon Central Carsas, Lld. 45.—dbp standard 1986 tourer, new bood and an exceptionally well hept 1983 tourer, new bood and Cartalway, Nov. 2. Gledelone 2400. Training Morrolas, Standard and Triumph apecialists, S. 103, Criccise and Broadway, N. W. 2. Gledelone 2400. Training Morrolas, Standard and Triumph apecialists, S. 103, Criccise and Broadway, N. W. 2. Gledelone 2400. Training Morrolas, Standard and Triumph pacific and the condition of the Hampitead 6041. STAMPARD 9 [1594]
WALTER SCOTT, Ltd.—1858 Standard 9 de luxe saloon, grey excellent condition, 5295, exchanges terms.—39, College Crescent, Hampitead, N. W. 3 (Pinchler Road Tube). PS TAMPARD 10 [2596]
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THERE months' Typing to 4-door saloon, sreyired leather al, in first-class condition; test the sustained and in first-class condition; car has just been recently overshauled and is offered with every confidence; £39 or £128 deposit.—Dudden Hill Lare London, N. Willo, G. S. Standard 10 4-door saloon, black, sun roof, good condition; £295.

1937 Standard 10 4-door saloon, black, sun roof, good condition; £295.

1938 Fying Standard 10 saloon, blue, sun roof, blue leather, very nice condition; £345.

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190-194, West End Laure, N. W. G. Laure, M. G. Laure, L. G. hoalery & 1950 p CRICKLEWOOD Ld. 200,220
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1947 Standard 12, nominal mileage, colour black; Euston R.d., London, N. M., Tel, Euston S.d., London, J. Md., 357, Euston R.d., London, N. W.J., Tel, Euston S.229 (5 linea), 1938 Fiying Standard 12 saloon, reconditioned en-brakes, battery, carburetior, three new yres, seellent radio; taxed Dec; available London Nov, 26th; 2585.— Badho, taske box 5181. ——1835 Standard Avon special growth 12.4 coups, cream red hide interior, very clean condition, good tyres, excellent runner; barram.—The Hawerstock Garage, Haverstock Hill, N.W.11. Tel. Guliver 2422.

1946 (Jan.) Standard 12hp de luxe saloon, grey
perfect throughout, £625.—Gibsons Sports Cars
(Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hanta,
Tel. 1681. B. J. HUNTER, Lid., offer: B. J. HUNTER, Ltd., oner;

19 18 Sannárd 14 mloon, definitely unmarked, specimen car; £975.

B. J. M. Sannárd 14 mloon, definitely unmarked, specimen car; £975.

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1949. 1949 Vanguard saloon, fitted radio and heater; 5975.
DICKS CAR SALES, Ltd., 385-401 High Rd., Kilburn, Maida Vale 6886-9. 1950 Standard Vanguard saloon, radio, heater; A.000 miles; £1,325.—Car Mart Ltd., 150. Park Lame, W.1. Grosvenor 3454. PRIDE & CLARKE, Ltd. 1949 Vanguard, black, green lihr., except condition; £949; terms 24 months; changes.—Stockwell Rd, S.W.9. Brixton 6251. 2850 —Standard Vanguard saloon, 1949, cham-Radionobile, one owner, very nice condition.

105. Crickwood Bradway, N.W.2. Gladstone 2490.

H. & SAUNDERS, Ltd., offer:— 1949 Standard Vanquard saloon, black with blue 1949 leather upholstery, 7,000 miles: £1,005. Standard Vanquard saloon, marcon with 836 '92, High Rd. A.E. Hillinde 0948. ARWICK WRIGHT, Ltd., offer:-WAMVICK WRIGHT, Ltd., offer:—

19 50 Shondard Vanguard saloon, arey, grey leather, Shon miles aloon, arey, grey leather, Shon miles and St. W.I. Mayriair 9761.

19 49 difference with the shondard street leather, fine control of the shondard street, and the shondard street, and the shondard with the shondard shondard shondard shondard shondard shondard shondard shondard shondard wanguard shondard wanguard shondard wanguard shondard 1949 (March) Standard Vanguard, green with green interior, radio and healer, one owner only: £975.

WHEELERS (NEWBURY), Ltd., The Broadway, New-bury, Tel. 1020.1. WHEELERS (WEWBURY), Ltd., The Broadway, Newbury Tel. 1030/1.

1949 Vanguard grey leather, H.M. V. radio, 14,000
1949 Vanguard grey leather, H.M. V. radio, 14,000
1949 Vanguard grey leather, H.M. V. radio, 14,000
1940 Vanguard, grey red; £1,095,—144, GolderGreen Rd. Spectivell 2011.

950 Liber Streen,—H. A. Saunders, Ltd. 1949 StanGreen Rd. Spectivell 2011.

970 miles, 2011 St.—Barres Charge, 315, Flinchley Rd.
Hemostend N.W.S. Ham 2221 Mai 1627
1950 Vanguard, 12,000 miles, as new 1950 Vanguard from Agient service, 25, Manningham Lane, Bradford Tel. 2020.

1950 Vanguard, 12,000 miles, ieather, later 1950 Vanguard, support blue, red leather, ed. 2, 35, Standard Vanguard, comet blue, red leather, ed. 2, 35, Standard Vanguard, support blue, red leather, ed. 2, 35, Standard Vanguard, support colours, 15,000 miles, excellent condition, one owner; £1,100.

1951 comet blue, red leather, demister and radio, pentiles, 16, 500 miles one, haboutley; immeduales, 22, 25, Box 3003. June) Vanguard saloon, radio, heater, alder 1950 upholstery, moderate milessee, excellent. Box 5005. (June) Vanguard saloon, radio, heater, 20, 205. (June) Vanguard saloon, radio, heater, and the saloon of the control of the control

ARES AND SERVICE

1950 Blandard Vanguard alloon, mileses 5000 bled, red heither, heaver; trade ensulting sevenomed—H. C. Paul. Ltd., 32. Bruton Place. W. 1. 1950 bled, red heither, heaver; trade ensulting sevenomed—H. C. Paul. Ltd., 32. Bruton Place. W. 1. 1950 bled, red heither, heater, small mileses; 4.119; 5. 1950 bled, red heater of Grane. Low-lice months written guarantee—Brown Carrace. Low-lice months with the seven of leather innerior. healed, the complex of the com

ROULAND SMITH'S. the Standard buyers.—Hamp-stead High St. (Hampstead Tube). Ham 6041.

URGENTLY need post-war Standard—23. Brusdraging Standard St. Market Standard St. Brusdraging Standard St. Market Standard Cars in St. Standard Standard Cars in St. Market Standard Cars in Stand

Woodford, Essexi, Slough House, 16, Berneley St., W.1.

\*\*Butniere Bayers and Boveley

\*\*STANDARD & TRIUMPH EALES. Ltd.—Gervice and the state of the

TANDARD spares, all models from 1935; replacement units; complete overhauls, specificioning.—Puttucks, Ltd., Alexandra Terrace, Guildford, Tel. 5391. [5919 STUDEBAKER]

1948 Studebaker Commander, electrically operated hood, all accessories; for full list see under 1740 bood, all accessories; for the ma secondariance of the Morrors (WEMBLEY). Ltd. (American Carl Carl Specialists). Wembley 8691-2.
TUDERACER Dictator just been completely lover-left over-left, and the morror of the morror o

Sudebaker Champion 22hp 6-seater
saloon 1948 model, fitted overdrive, latest
ack to front body sive, sparkling finlsh in
000, tartan loose seat covers, heater, twong wheel and latest type listrument facia,
yres, sutomatic door lights, etc., exception-

hild wait tyree, automatic dury manus, the account of the year of

S M SIMPSON'S MOTORS (WEMBLEY), Ltd. HE American Car Specialists urgently require all models Studebaker, Wembley 8691-2. [0673] IMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

RGENTLY required all models Studebaker. Tel. Wembley 8691-2. [OS10]

Wembley 8691-2. STUTZ

STUTZ 1950 supercharged foursome coupe, 8-cyl.

Language of the stude of

COMPLETE CAR SERVICE Ltd., for pe tion to your Sunbeam — Tuise Hill 4505 10315

CAR MART, Ltd.

1950 Sunbram-Talbot 80 saloon, 6,000 miles; 1,196.

1950 Sunbeam-Talbot 80 saloon, speedometer reading 10,000, 80 saloon, speedometer 1950 Sunbeam-Talbot 80 saloon, speedometer 103. New Bond St. London, W.1. Mayfair 8551-6.

1950 Sunbeam-Talbot 90 salcon.

CUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. CHARLES FOLLETT, Ltd., offer:—

1949 Sunbeam-Tailot 90 salcon, granite grey maintained by makers £1.275 (1.275) 18, Berkeley St. W.l. May, 6266.

SERVICE Works and Stores Barnsdale Yard, off Eigin Ave., W.9. Cunningham 5936-8 (5900 WARWICK WRIGHT, Ltd., offer:

1950 Sunbeam-Tailbot 80 salcon, gummetal grey, 1950 grey leather; radio and heater, 9,000 ilea. 1950 Sunbeam-Tailbot 90 salcon, black, red leather; 5,000 miles. 1950 Sunbeam-Tailbot 9,000 miles. 1950 New Bond St., W.I. Mariahi 976, 1950 New Bond St., W.I. Mariahi 976, 1950 New Bond St., W.I. Mariahi 976, 1950 New Bond Grey Salcondon automobiles. Ltd. offer:—

1950 Sunbeam-Talbot 80 coupe, genuine 10.000 miles, one owner, fitted special loose covers and Ace rimbellishers, an immaculate example; £1.295.

—Portsmouth Rd., Thames Ditton, Emberbrook 5951-2-3.

1950 Sunbeam-Talbot saloon, 6,000 miles.—A 1951 model (Nov. '50) Sunbeam-Talbot 2.287cc.
(trade only)

trade only (Sept.) Sunbeam-Talbot 90 salcon, finals 1 9 00 miles; first of the first of the first one of the first of the first one of the fir

1433
1950 (July) 90 saloon, one very careful owner.
1950 (HMV mido, header, etc.; £1,565—
1950 (HMV) mido, header, etc.; £1,565—
1950 (HMV) mido, header, etc.; £1,565—
1950 (HMV) mido, head foursome coupe, aliver, greys leather; radio; under 5,000 miles; one owner.
1950 (Ltd., 16, Albemarie St., Mayfair, W.I. Regent 250,574, [5636]

10 2952/5/4. [585]
10 46 10hp four-some drop head coupe, resprayed new hood; £650 or nearest offer.—Holt. 600
Bacup Rd., Waterfoot, Rossendale, Lancs. Rossendale 1950 Sunbeam-Taibot 90 d.h. coupe, 16 000 miles, immaculate condition—British & Colonal Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem.

Motors, Ltd., Upper at. market.

1950 Sunbeam-Talbot 90 sln., 8,000 miles, pro1950 Sunbeam-Talbot, 90 sln., 8,000 miles, pro1950 Sunbeam-Talbot, 90 sln., 8,000 miles, pro1958 Sunbeam-Talbot, 90 sln., 90 sln., 90 sln., 10 s

1950 Sunbeam-Taibot 90, convertible wireless, 19.000 miles; £1.575 Croft Ltd., 17, Pavilion Rd., Knightsbridge

4110. (Tube.)
19 50 June) Sunbeam-Talbot 80 convertible ce belief from new 1,1,325.—B. D. Aboott, Ltd., Farn 19 50 (November) Sunbeam-Talbot 90 coupe. (November) Sunbeam-Talbot 90 coupe. (November) Sunbeam-Talbot 90 coupe. Death of the over 1,300. we exchange Packard or similar cash adjustment.—Pip ton. 152. Wyse fid., Troothridge.

1950 Sunbeam-Taibot 90 black salcon, heater, semp. Aldendale St., Folistone 2325.
1947 Sunbeam-Falbot 100 salcon black with thoughout 54 Sunbeam-Falbot 100 salcon black with throughout 54 Sunbeam-Falbot 100 salcon black with throughout 54 Sunbeam-Falbot 100 salcon 100 salcon

1949 model Sunbeam-Taibet 20, immaculate 14550 to the 140 tion throughout, fitted with principle covers, heater and demissier, windscreen water sprayer mechanically perfect; £1,100.—Coles Garage. Downend Bd., Downend, Britisto.

1949 model Sunbeam-Talbot 90, immaculate condicovert. hearty too throughout, fitted with wireless, seat too too throughout, fitted with wireless, seat to too the property of the property o

refully stored whose or war perme, the separation of the AMADEM MOTORS, Sunbeam Tailors Specialists, Lake St. Leighton Bussard, Beds. Tel. 2021; (S. lines) rite for post free catalogue, nearly 400 cars ready fer spection and purchase; hire purchase facilities, part expection, and purchase; hire purchase facilities, part extended to purchase in the United Kingdom: the second of the Company of t

Sumbeam-Yalbet Cars Wanted

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DISTRIBUTORS

EQUIRE modern low-mileage Sunbeam-Taibot cars BIRMINGHAM .- Lower Temple St. (Central 8411) MANCHESTER.—129. Deanagate. (Blackfriate 6677.)
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ANTERBURY .- (Canterbury 5252.)

COCHESTER.-(Chatham 2231.)
WROTHAM Heath.-(Borough Green 4.)

COTES, Ltd., Devonshire House, Piccadilly W1. (0111 R. Tel. Gravenor 3401. R. Tel. Gravenor 3401. R. Coulombeam-Tailot buyers.—R. OWLAND SMITH'S, the Sunbeam-Tailot buyers.—R. Coulombeam St. (Hampstead Tube). Ham. CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 154, Gt. Titchfield St., W.l. Langham. A LMOST new Sunbeam-Talbot required cash par ment - Morley, 54, Streatham Hill, S.W.2. Tu 

Lover Temple St. Birminenam z.

TALBOT 10. Dec. '37. salcon perfect condition: 2395.—
Allineton 67. Levelace Gdns. Southend-o-Sea. [5566]
Ohp harroon. minacelace. Gdns. southend-o-Sea. [5566]
Ohp arroon. minacelace. (AdS.—Myrar. 22. Add.

Rd. Co-chester.

C 3 5 .—Talbot 10 1937 sports tourer, exceptiona

C 3 5 .—Talbot 10 1937 sports tourer, exceptiona BENMOTORS, I. Clarendon Rd., Holland Park, London Will, Park 5066-7, Open Mon, to Sat. 5-6, 150-ds Rolland Park Tube.

1938 Talbot 10 de luxe saloon, in excellent two owners only; £385.—A. E. Palm 130 two owners only; seece-church 81, Lution 4212.

130 —1935 Taibot 14 drop head coupe, gual deed, gaymenta—Oidfield, 366, Kensing High St. Wed, gaymenta—Oidfield, 366, Kensing 1935 Taibot 95 sanon, in seceptional condition Lune, Conferen Terren, N. W. II. Especial Salos, III. 1305 head coupe, body in beautiful condition be seen Midlands; photographs; £450 or near—

1938 Talbot 10 saloon, just receibulosed, just receibulosed, source and training the saloon saloon to the saloon s Officity well maintained information to be possible of the pos CLIFTON GREEN GARAGE, 122. CHITON YOUR 182. Sep. 58230.

TALBOT 21 salcon, first registered 1986, but in almost post-war condition; this car was the property of a post-war condition; this car was the property of a gardies of cost, recently in mist-case condition regardless of cost, recently received the and in the gardless of cost, recently received the and in the gardless of cost, recently received the and in the gardless of cost, recently received the first post worked to the second the second that the

DICKS.

194 (Morember, Triumph 1800 saloon, superior conditions, for conditions, for conditions, for the first party low milesge, super bondition, for first party low milesge, party for first CAR SALES, Ltd., 365-401, High Rd., Kilburn, Labor, for first party fo

RIUMPH Mayflower, radio, heater, loose covers, small mileage, -161, Gt. Portland St., W.1, Laugham SAR MART Ltd.

1950 Triumph Mayflower saloon, radio heater, 1950 10,000 miles; £1,165 and saloon, 8,000 miles; 11,165 and saloon, 8,000 miles; wi. Grovenero 3a54.

pRIDE & CLARKE, Ltd. 150, Park Lane, 1865

Triumph 1800 sin., blk., beige ithr.; H.M.V. 1948 rdo., one owner; 17,000 m; £995.

1948 Triumph Roadster d.h. blk., beige ithr.; ithrumph Roadster d.h. blk., beige ithr.; months; exchanges.—Stockwell Rd., £W.S. Briessys PRIDE & CLARKE, Ltd.

1948 1800 Triumph Roadster, black beige, low mileage, immaculate, extras, 2849, terms 24 months, exchanges, -237, Brixton Hill, S.W.2. Tulse [6118] onths, exchanges, 257. Brist ill 3664-5. "OM GARNER, Ltd., offer: -

1949 Triumph 2000 Roadster, black with red leather, radio. 6.000 miles only. TOM GARNER, Ltd., 19-12, Peter St., Manchester, 2. Hackfirsts 2055-6.

1950 Triumph Renewn asioon, grey with grey 836 844, high Rd, N.12. Hillaide 0024.

1948 Triumph 1800 razor edge mloon; £995.—407.
High Rd., N.12. Finchley 0091. [5017]
M.I. CAR SALES (Pri. 8823) offer:—

1948 Triumph 2000 Roadster, metallic mist green, red upholstery, very carefully used.—Swiss Cottage, Finchies Rd. N. W. 3. [4694]

1949 Triumph Roadster 2000 model: £1,195; choice concernos 5551,2-5.

D J SHEPHERD & Co. (ENPIELD) Ltd. offer:

1947

1947

Triumph 1800 Roadster, polychromatic grey, livin spotlishts, etc., condition immaculate, taxed: EFF3, and polychromatic grey, livin spotlishts, etc., condition immaculate, taxed: EFF3, and EFF3,

ORDO Salcon, rev. —Bc.ow.

ROON CAR (LANDIDON) Ltd.—1949 Triumph 2000

ROON CARE (LONDON) Ltd.—1948 Triumph 1800

GORDON CARE (LONDON) Ltd.—1948 Triumph 1800

GORDON CARE (LONDON) Ltd.—1948 Triumph 1800

Roddste, rev.

Triumph Renown salcon, 13,000 miles, collour metallic stev, leather upholatery.

Triumph Renown salcon, 13,000 miles, collour metallic stev, leather upholatery.

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D HERETT MOTORS LLd. 72-72 High Rd. South B HERETT MOTORS LLd. 72-72 High Rd. South D Woodford E.18. Buckburst 8768 1948 (August) Triumph 1800 saloon, black [5660 1940 North 1940

CASH buyers of low-mileage 1800 and 2000 Triumphs. distance no object.—Hattons, Lord St. Southport. O distance no object.—Hattons, Lord St. Southp Tel. 2268.

BRITISH & COLONIAL MOTORS, Ltd., require g Triumph cars.—Upper St. Martin's Lane, W.C. er saloon, 8,000 miles.—British Motors, Ltd., Upper St. Martin 1950 MayDower Recommendation of the Commendation of the Commendati Section of the transparency of the transparenc Bay (Tel. 5527). (rel. 4464); and Frince's Drive Cohenical Division of Cohenical Divisio DICES CAR SALES. Ltd. 385-401, High Rd., Kil-burn Maida Vale 6888-9. [3457] TACK STONE & SON offer:--Red. Windsor. Tel. 1986 (... 1986 ). Communication of the second JACK STONE & SON OURS:

1950 Jowett Bradford 4/5-seater utility, just like
4/5-seater per led to the first reg. Humber 27hp 7-seater
walker 5-seater Utilecont, 1947 F.ying Standard 12hp
7/6-seater wooden hody utility, excellent condition; hire
purchase g.ad.y arranged.
JACK STONE & SON, 221, Upper Richmond Rd.,
JPutney. Tel. day and night: Putney 1054-55 and
2076-7.7 LIAROLD RADFORD & Co., Ltd. Hards (Sept.) Jowett Bradford utility, colour green;
19 10 fitted with four de luxe seats; one owner,
specdometer reading 11.872 miles; in excellent condition
throughout; unused since new engine fitted.
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(5784) iand Smith, Manpieled (Hampieled Tube), Hampieled (1941), 1940 (Included Tube), 1941 (In WARWICK WRIGHT, Ltd., offer:-1950 Austin A40 Countryman Estate wagon.
WARWICK WRIGHT Ltd., 150, New Bond St., W.1.
Rowland SMITH'S for utility cars. CWLAND SMITH'S for utility cars.

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5 gas.—Aivis 14, July, 1947, shooting brake, 4, 1947

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19 1947 Austin Shp utility, one careful owner; £465. G. W. WILKIN, Ltd. 1. Weston Park, Kingston-on-Thames, Kin. 2241. [5322] 1950 (June) Vanguard estate car, green, of all makes.—1988. Kinga Rd., 8.W.3. Tel. Flanman Agol. 3-5 
Mayfforeer (Stov. 15th), grey with red 1821-1930 
Mayfforeer (Stov. 15th), grey with red 1821-1 13-2 V insther, 17,000 miles, excellent conditions; risk 41,085.

180.112 MATTHEWS & Co. (Est. 1922), 95, Bristol 81.

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181.112 MATTHEWS & A CRTIN utility, 1947, 7 seats, genuine 22,000, except and condition: £610.—Roy King, 1de his seat a condition and the seat and condition and the seat and condition and the seat and condition ideal family car: £275.—Soliderith, Total Browner Condition in the seat and THE CAR MART, Ltd. wish to Surchase Tries care. 320 Enton Rd. N.W.I. Enston 1212.

ROWLAND SMITTER, the Triangh bygers. 188

ROWLAND MATTER. Ltd. for round Triangh MARSTON MOTOR Co. Ltd. for round Triangh Tel. Sta. 8000—Seven Sisters Bd., Totten

19.49 Bradford Utility, low mileage, one owner, ion, naved guaranteed & denoting Park, Kingston-our Thames, Kin, 2241.

19.10 Thames, Kin, 2241.

19 1947/8 Bilman genune estate utility. first real particular of the state of the stat J c. am tunning order; nearest and best offer; gang buncan Pharmacies, 18 Bronavice St., W. 1. Gere 1988.

J 46 (December) Hillman estate car, one out the street of the s VAUXHALL 10 ICKS. 1946 (August: Vauxhall 16 saloon, recent over-DICKS CAR SALES, Ltd., 385-601. High Rd., Kir-Linn, Maids Vac 6885-9. 1933 offer: 1748 MEBES & MEBES, Ltd. (EN 1999) ouer.

1939 Yaushall 10hp sports saloon, being, matoon leads that uphobleter, loose sent covers. In the condition that the condition of the condit VAUXHALL 11 1946 Vauxhall 12 amioon, superior condition, one
Dicks CAR SALES, Ltd., 385-901, High Rd., Killblum Mada Vale 6885-9, 2000, 18459
ORGANS GARAGE offer MORGANS GARAGE offer

27 25 used one owner.

1987 Naukali 12 saloon, blus, carefully

1980 ANS GARAGE (HOUNSLOW), Ltd. 730, Lon
1980 ANS GARAGE (HOUNSLOW), Ltd. 730, Lon
1981 ASAUNDERS, Ltd., Reddet, Berta,

1981 Radiet 6167 and 5849 liese 20,000.—Tel.

1981 Susukali 12 alsoon, in exceptional conditions.

1981 PERRARIS OF CRICKLEWOOD, Ltd. 200-220,

1981 Cricklewood Broadway, N. W. Z. Gla. 2234, 16971

23 S.—Vaushali 12 lists 4-cr. sin, distinct used many others. many others.

BENMOTORS, J. Clarendon Rd, Holian Denmotors, J. Clarendon Rd, Holian Ld, 1998, Cashington Rd, 64, 178, Rensington Rd, 64, 178, Rensington Rd, 64, 178, Rensington Rd, 64, 178, Rd, 1998, Ld, 1998, L

1940 Vauxhall 12 de luxe salom, iazad, very enseilent condition throughout. 6472.—Kinas
Molore, High St. Hounslew Tel. 552.
COLERS OREEN.—H. A. Saunders, Ltd. 1947 Vauxland lind pasions historier, and, one ownerhall lind pasions historier, and, one ownerhall lind pasions historier, and one ownerhall lind pasions historier, and the condition of the control of the control of the conrep. accoment engine, new control of the condition, one owner; £695.—Ter. £237; text accomendation, one owner; £695.—Ter. £237; text accomendation.

VAUXHALL 14

1509 gns.—1936 Vauxhall 14 saloon, good cone
Autosnips, S. Balham High Rd...

1509. Autosnips, 3. Balham High Rd.. Balham 1509. Sept. 1509. Sept. 14th D. Vauxhall saloon, over 1625. Sept. 1509. Sept. Sept. 1509. Sept. 1509. Sept. 1509. Sept. 1509. Sept. 1509. Sept

Second Flath-phoses; 1el. Boddesdon S566.

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originally clean and mechanically exement. Section 5.25.

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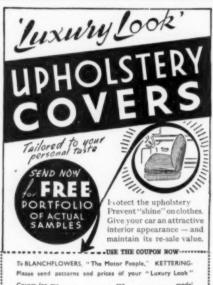


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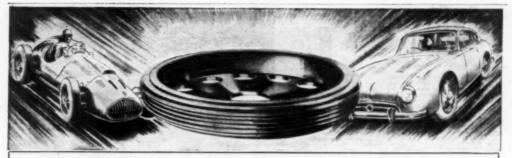


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FOG

This distinctive model is styled specially for latest model cars, being exceptionally shallow, only  $3\frac{1}{2}$  in. from front to back. The Lucas Light Unit (combined reflector and front lens assembly) excludes dirt and moisture while the Lucas Pre-focus Bulb obviates any need for focusing adjustment.

The well-known Lucas Flat-topped Beam characteristics of a powerful, non-dazzling light with wide spread and no upward or back glare, are ensured by the reflector design, special bulb, bulb shield and "block pattern" lens. Single bolt adjustable fixing. Chromium-plated finish. Diameter  $7\frac{1}{2}$  in. With cable, switch and bracket.

Price £4-7-6



SFT700S FOGLAMP

WITH THE FAMOUS FLAT-TOPPED BEAM

JOSEPH LUCAS LTD

BIRMINGHAM

ENGLAND